

Sunday Morning
July 25, 1915

MAGAZINE SECTION

Oakland
Tribune

Brass Buttons and Kisses

THEY arrive in Paris from the front tired in mind and maimed in body—the soldiers who are fighting for the honor and glory of the tricolor. Into Berlin pour gray-clothed warriors. They, too, have felt the hurts of bullets and shrapnel. Into London, into Vienna, into Rome come others to heal their wounds.

Convalescent, these participants in the world's greatest struggle stroll along the boulevards and through the parks followed by the eyes of admiring civilians. They have fought and bled for their country. They are heroes. A man considers it an honor to shake them by the hand, and the little boy privileged to bring them their crutches experiences the same pride as the American lad who carries the bats for the Wagon Tongue Terriers of the Bi-State League. Which, you may be sure, is some feeling of pride.

And the women?

Well, it is the women who furnish the theme for this article on "Brass Buttons and Kisses." Their appreciation of heroism (not in all instances, but in enough to create a deal of comment in the dispatches from abroad) is not confined to sewing shirts and knitting socks. Neither is it limited to the handshake and word of sympathy. It consists in bestowing on these soldiers osculatory confirmation of the esteem in which they are held.

Why is it that brass buttons and kisses are synonymous in wartime? In days of peace no bashful soldier boy need fear being surrounded by a bevy of girls and forced to submit to kisses—not one, but perhaps a dozen. Therefore again the question: Why is it that war makes such a difference in the attraction of the uniform?

Science gives you the answer. It is "emotional constellation." Its basic principle is sympathy for human suffering, and not, as many of us have been inclined to believe, admiration of the heroic or love for the man in the uniform.

Take the soldiers who fight in the trenches, says science. The papers and journals relate the hardships they undergo—cramped quarters, the rigors of inclement weather and the ever-present element of death which lurks in the shot and shell and gas that pour over their earthen defense. Disturbed mentally, wrought up by the war in all its pitiful aspects, the people of battle-torn Europe meet with these soldiers who have been at the front.

These soldiers, as said before, have been through a baptism of fire and blood for the cause that is nearest to the hearts of these people—love of country. The uniforms stand for human suffering, and so the emotional constellation, whose basic element is sympathy for human suffering, revolves about these men who have experienced war's grim realities. The kisses bestowed upon them are manifestations of this emotion.

Just such a case was that of Richmond Pearson Hobson, a hero of the Spanish-American war, who sunk the Merrimac in Santiago harbor in order to bottle up the Spaniards and in so doing risked his life and underwent hardships. His feat appealed to the imagination of the American public and Hobson received enough kisses from women to do any one man a lifetime—even though he lived to be a centenarian.

Science further says that it is the same sort of an emotion which induces a girl to impulsively throw her arms about a policeman or fireman and kiss him. Such cases are by no means uncommon. Heroics go hand in hand with hardships. And we surely find them in the lives of the policeman and the fireman. But the emotion is individual to the girl, and not composite emotion, as is that which centers about the soldier in time of war.

"People as a rule are mostly interested in those who are victims of hardship," said Dr. Harold N. Meyer, a well-known alienist and neurologist, in discussing "emotional constellation." "Should great suffering and misery find their way into my life, the public, if concerned in me at all, would expect the newspapers to inform them of that fact. But should profound joy and satisfaction find echo in my life—well, the public as a whole wouldn't give a snap of its fingers to learn of it."

Previous to the war, if an automobile were to kill a cow in a certain part of Belgium, farmers for miles around would be in-

terested. They would want to know all the facts. Today a thousand cows could meet death in Belgium and few persons, unless they were the owners, would be concerned. In other words, the emotions of Europe's people, instead of trickling here and there, are focused along one line—that of the war. And they can only experience one emotion at a time.

"There is as vast difference in the emotional reaction of the two sexes as there is in physical make-up. I should say that only about 5 per cent of men react substantially the same as women, and vice versa. Consequently the difference in the manner of their appreciation. Men are content to shake the hands of the heroes, while the women—a great many of them, at least—go further and kiss the wounded soldiers. Others express their emotional sympathy along lines foreign to either of these.

"Some may wonder why women seldom lavish their kisses on those heroes of the war who perform their duties at home—who never appear in a uniform or undergo hardships. The answer is quite simple. Could you enjoy the portrayal of a character like Lady Macbeth if the actress appeared on the stage in a kitchen apron or the abbreviated skirts of a ballet dancer? Of course not, even though the role was played with consummate skill. The incongruity would prove too distracting."

Our own kissing bee involving Hobson created quite a furor in Europe, where most every one had some comment to make on the osculatory bestowal of admiration. Few thought it reflected

in any way on the modesty of American women, an opinion held by Dr. Meyer as to similar events across the water.

"The doughty deed of Lieutenant Hobson, who scuttled the Merrimac in Santiago harbor and freely risked his life in the bold project of locking the Spaniards in their own port, is fresh in the memory of all," wrote Professor C. Lombroso, University of Turin, shortly after the war. "We are told that when the gallant sailor gave an account of his exploit at Vassar College a lady who was at his lecture expressed a wish to kiss the hero, and her example was followed by all the ladies present. Hobson subsequently lectured in all the leading cities of the United States, and in the course of his tour he was kissed by no less than 10,000 women."

"Now, when we consider the reserve of the Anglo-Saxon race in expressing its enthusiasms, when we consider the modesty of its women, when above all we consider the self-possession and hard-headedness of the American citizen, this phenomenon appears

What Is the Magnet That Draws Wholesale Osculatory Homage to the Man in Uniform?—Science Calls It "Emotional Constellation" and Its Basic Element Human Suffering—Heroics Go Hand in Hand With Hardships and the Kiss for the Soldier Is Born of Compassion, Not Passion

so striking as to call for some examination from a pathological standpoint.

"In the Anglo-Saxon race kissing between men is an absolutely unknown phenomenon; their warmest enthusiasms arouse a power of inhibition which precludes any overvivacious ebullition! There is a touch of the sublime in the record that when, after several years of fruitless search, Stanley found Livingston in that remote recess of darkest Africa, they shook hands like acquaintances meeting casually in Piccadilly after a few days' separation."

"So, too, Nansen, with a self-control no less characteristic of the Norwegian than of the Anglo-Saxon, meeting in arctic regions that Good Samaritan who saves him from the gravest peril a man can encounter, does not fall on his neck and kiss him, but simply grasps him by the hand."

"Starting from this point, it is difficult to account for a frenzy of enthusiasm which discharges itself in ten thousand kisses."

"Few men, though, are so worthy of admiration and enthusiasm as Hobson, whose Merrimac exploit is one of the bravest deeds of our own times. Under these circumstances the kissing phenomenon loses much of its pathological aspect, more especially as women are always warm admirers of military valor. The very prosaicism that permeates our times, especially in America, makes these exceptional deeds the more provocative of admiration and enthusiasm."

But Professor Lombroso's tribute was not indorsed by all scholars. The Rev. Walter Walsh of Dundee, Scotland, speaking at a peace congress in Boston, gave birth to the slogan, "Kiss No More Warriors."

He said:

"May the time soon arrive when our women will cease the indecency of crowding around the returned warrior, who, after all, has only done what a superior beast would do, rescue himself from certain death by a feat of valor, and will cease with their immodest osculation to salute those who have returned from the butchery of their fellowmen. You laugh, but I tell you it is a matter to weep that our womanhood should prostrate their supreme glory at the feet of the manslayer."

But despite the Rev. Mr. Walsh's emphatic protest women still persist in kissing heroes. As a French officer said: "They'll keep on smacking us unless we can get the health officials to prohibit kissing on the grounds that it is unhygienic." A slight pause and a smile. "But what soldier has so lost his reason as to propose just such a thing? Not one, I venture to say."



IF YOU should see a girl throw her arms about a policeman and kiss him, do not take it for granted that she is his sweetheart. He is an example of the hero who endures hardships often mingled with peril.



SCIENCE AND NEAR-SCIENCE UP-TO-DATE

Does a Germ Cause Fatigue? Scientists Say These Pictures Prove It



Pain Is Depicted in This Runner's Face.



Tennis Leaves Little Trace on Face of Player.



Frank Chance's Strained "Ninth Inning" Face.



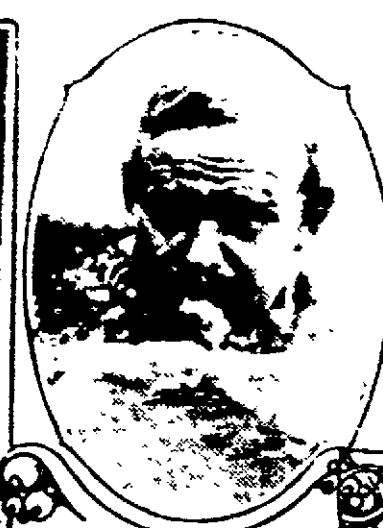
Final Burst of Energy of After the Finish in a Set Muscles of the Football Player.



Bicycle Race.



Swimming Demands the Utmost of Strength.



Distorted Features of a Discus Thrower.



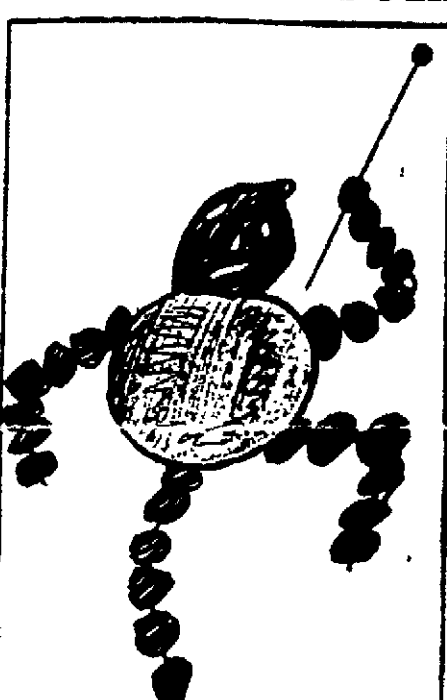
Strain, but Not Pain in Artist's Face.



Making Clever Manikins From Table Delicacies

THE construction of tiny human figures out of raisins, nuts, plums and fruits to be found on the average dinner table is one of the latest diversions of children and adults in eastern social circles. A nut with sufficiently accommodating crevices may be used as the foundation upon which to insert little wire hairpins. Upon these are strung arms and legs of currants or raisins. A large raisin or appropriately shaped piece of cake may be used for the head.

The man showing in warlike attitude in the picture has been given a savage appearing spear—otherwise a black headed pin from a guest's corsage. The little figures may be made more lifelike according to the ingenuity of the man or woman who undertakes to join his edibles into miniature statuettes.



Does a Lightning Rod Protect or Menace a Building?

EVEN today really few people understand what occurs when there is a flash of lightning, or the part played by the lightning rod. Some very interesting and valuable information on these matters and on the protective range of lightning rods is given by J. and J. S. B. Larmer in the Proceedings of the Royal Society. Among other things, they say:

"Electric discharge in a gas is a rupture along a line of force, and not over a surface. The initial rupture is to be expected at a place of maximum force, and spreads in both directions along the line of force through that point. In the case of a lightning rod the discharge would start at the summit of the rod, the place of most intense strain, and strike away from the rod. Once a line of disruptive discharge is established the neighborhood of a lightning rod can have little effect, and a simple mathematical investigation shows that a thin isolated rod will draw the discharge hardly at all unless in the region around its summit.

"It is the building carrying the rod which modifies the field and directs discharge to its own upper parts, which, there-

fore, need protection by conductors adequate to draw off this discharge to earth, and vertical rods, joining together, if need be, lower down, but rising from the corners of the structure to a height which need not exceed about half its breadth, will lift up the field of concentrated electric force from the region directly above the building to the region above their summits, and will so take the discharge. The rods may rise from an earth-connected network spread over the roof, but unless the meshes are fine enough to approximate to a complete metallic covering it is questionable whether it would in itself protect a building from a discharge striking down upon it.

"A spread of connected metallic points some height above the building would appear to be more effective, and might even by themselves suffice to take up and guide away any likely stroke. In fact if we neglect the discharge from the rods into the field their effect is merely to provide the easiest and most probable path for such discharge as may be attracted by the structure.

A New Bath Device For Baby



IN SPITE of the love the fond mother may feel for her baby, and regardless of the pleasure she may get from caring for him, she is apt to become irritated when it comes time to dry the wet, squirming bit of humanity after his bath. All irritation is removed, however, by the use of a simple cloth stretcher that fits in the bath tub and on which the little chap is laid. The stretcher is made of heavy canvas, stretched between two poles. The poles are equipped with cords and wheels that engage the rim of the tub. Laid out on this device, baby may squirm to his heart's content without causing trouble, and there is no annoyance from the fact that he is wet and wet, since his mother need not hold him on her lap.

Does Long Life Belong to Weak Instead of Strong?

DR. SEYMOUR TAYLOR, a well-known English physician, says it is by no means his experience that the largest and apparently strongest men live longest. Life insurance records show that those with small, bony frames and weak muscles survive longer than their more robust contemporaries. Wesley's factors conducive to longevity were faculty for sleep, care in not losing a single night's sleep, and an even temper. But, above all these, Dr. Taylor places the influence of inheritance.

"The longest livers," he says, "other things being equal, are the offspring of parents who lived to a very great old age, and if this tenacity of life has existed for two or, better still, for three previous generations then a man or woman with such an ancestry may also be expected to attain very old age."

Too Much Food.

With some of Dr. Taylor's recommendations many people may not agree, but one thing, he says, is clear to all physicians of experience, and that is that overeating is a potent cause of disease and premature death.

"I remember," says Dr. Taylor, "the remark of a wealthy old gentleman who lived to 90, who said that he always made it a rule to leave the table feeling that he could have eaten more than he had done. There was wisdom in his dictum. * * * If you wish to keep your horse in health and condition you order him so many feeds of corn a day and no more, though probably he could eat twice as much. Let us apply

ARE the tortures of fatigue caused by a germ? Is it possible for science to combat the germ to such an extent as to make man's energy practically limitless? These are questions that physicians and scientists have been asking since the announcement recently of a theory that fatigue is caused by a germ—a germ whose presence in certain organs is more painful than that of any disease. Efforts now are being made to verify the belief and, if possible, to identify the germ as a first step in finding a means of fighting it.

The possibilities of the situation, say physicians, are almost limitless. But for fatigue a man could continue working forever—he would be an endless source of energy.

The germ theory of fatigue was the result of a chance remark of the coach of an eastern university after a field meet. He was examining snap shots of men who took part in the numerous contests and was attracted by the pain depicted in the faces of those pictured in the strenuous sports.

"No disease could cause the pain shown in those faces," said the man as he studied the distorted countenances.

"No, fatigue is the most painful of diseases when it becomes acute," answered the physician to whom he addressed the remark. "I think it must be a germ that works on the vital organs of a human being when the body is worked to the last notch of endurance. Lowering vitality opens a path for germs of all kinds. Why not the fatigue germ?"

"And if so, why not an antidote for it?" demanded the coach.

Why not? The answer may be found in

investigations going on independently in several parts of the country today. Dr. W. K. Watkins, who has become interested in the subject, examined the pictures reproduced herewith and said that they proved the theory, if further proof were lacking.

"Study the faces in these pictures and you will notice that pain is depicted in accordance with the amount of energy being expended," he said. "A man who plays tennis, for instance, does not show anything like the distorted muscles of brow and face as does the shot putter, discus thrower or runner.

"I have studied the faces in snap shots of contestants in numerous sporting contests and have found that in every instance the lines of the face show the amount of energy that has been put forth during the trial of strength. A man may play checkers and reveal only the puckered brow that indicates deep thought, but let him embark on a contest of real strength and you will note the deep furrows in his face and the look of absolute agony that comes when the final spurt of a finish race arrives.

"Can there be any doubt that this pain is caused by a germ? It would seem foolish even to hint at the possible result of a complete identification of the fatigue germ. If we find it of course it will be but a matter of time when a means of successfully combating it will be discovered.

"And with a means of preventing fatigue what could not man accomplish? There is no broader field for the dreamer."

Meanwhile, the lazy boy who seeks to avoid his share of the chores has found another alibi. He can announce that the fatigue germ is getting in its diabolical work.

Ideas That May Be Converted Into Cash

ALL about you are inventions or simple household devices that tend to make life easier, happier or healthier. Perhaps you have discovered or invented something of the sort. If not you see articles of this kind that have been originated by others. Perhaps you have seen a new safeguard to cope with umbrella thieves, a means of keeping baby from falling from the high chair, or a holder for hot implements on the cook stove. This newspaper desires to help in distributing these time and labor saving ideas broadcast. It will make your help profitable by buying your two best ideas on these subjects each week. Five dollars will be paid for the best description of such a device and \$3 for the second idea selected. If possible a photograph, a drawing or a rough pencil sketch should accompany your contribution. The subjects may involve anything that could be classified as science or near-science. Address Science Editor, care of this newspaper.

The Most Peculiar Headdress in the World



THE most remarkable headdress known to man is that of the Zulu chief. It consists of mud, bones, feathers and any other material that the ingenuity or pride of the wearer can dictate. As shown in the accompanying picture, it may rear itself for three feet above the head of its owner—sometimes even higher. The basis for the headdress is a soft clay, which is molded upon the top of the head and into which the articles used for ornamentation are inserted. Sometimes this clay, permitted to dry as hard as brick, remains on the head for weeks or months. Strangely enough, the hair is not killed through this treatment. Many wearers of the strange headdress can boast of much thicker and more abundant hair than the women who make daily visits to beauty shops in the more civilized countries.

Dangers That Lurk in the Too Appetizing Dessert

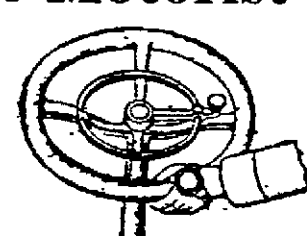
THE desire for dessert seems to be perfectly natural—we like to finish the meal with a sweet of some kind. At the same time this desire may be perverted and unnatural, says Lenna Frances Cooper, a Good Health writer. When, for instance, we have already partaken of a heavy meal the addition of a dessert means additional work that ought not to be placed upon the digestive organs. In other words, a dessert tempts us to eat when we have already had enough, and the dish used in this way may be injurious. This, of course, is not the case if the meal is well planned, so that a place is left for it—so that the dessert becomes a part of the regular meal.

When we come to study desserts adapted particularly to summer purposes we find they ought to be neither excessively sweet nor excessively rich in fats. For fats are conspicuous as heat-producers and their free use will add too many calories to our meal.

To show how this is possible, we need only remember that one ounce of fat pro-

duces two and a quarter times as much nutritive value as either the sugars or the nitrogen-containing foods. For this reason it is plain that a small amount of cream or butter in a dessert adds a great many calories to our dietary.

This Wrist Mirror Is for the Motorist



HERE is a simple mirror device by which motorists may see what is going on behind them. The principle of the mirror attached to the wrist has been patented by George W. Mosher, Chicago, Ill. It is much more convenient than the stationary mirror fixed to the windshield, as it may be moved about at any angle. By simply glancing at his wrist the automobile driver can see at once whether a street car or a faster vehicle is coming up behind him.

Japs Learned About Fans From Chinese

THOUGH the Japanese have the reputation of making the fan popular, they adopted the fashion from the Chinese. Chinese women are rarely seen without a fan in their hands, attached to the side or tucked away in a skirt pocket. Nearly every dress worn by a Chinese woman is trimmed with a long silken cord that is fastened around her waist. On this cord she often has a fan, a small parasol, snuff boxes, tobacco pouches, spectacle case and a tiny purse. Whatever else is not there the fan is sure to occupy an important place. The women of means have beautiful silk fans, hand painted and set with mother of pearl or golden sticks. They are usually incased in beautifully decorated cases, which they attach to their girdles. The women of small means content herself by placing her more modest fan between the collar of her coat and the back of the neck. When these women are not fanning themselves they are using this feminine weapon to keep off the sun as one would use a parasol. The schoolmaster uses his fan to rap the knuckles of his pupils by way of punishment.

Facts in Which YOU Will Be Interested

A SIMPLE newspaper holder can be made by cutting away a portion of one side of an ordinary clothespin, drilling a hole through the thick end for a screw or nail, and fastening it in place where desired. Another way is to split off one side of a clothespin and cut the bottom of the remaining part, tapering as shown; then drill a hole to avoid splitting the piece and fasten in a convenient place.

IN THE United States there are found 111 distinct species of snakes of which only seventeen are dangerous to man.

FRANCE is the best foreign patron of the United States patent office, with Great Britain following closely.

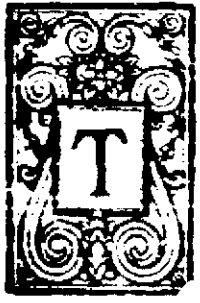
AN IOWA inventor's currcomb consists of flexible loops of corrugated metal through which dirt passes quickly.



SO STEADY are the winds at Curacao that three wireless telegraph stations depend upon windmills to furnish their power.

PICTURES IN THE NIGHT

Written by Eugene Ackerman



THE picture hangs in the Cosmopolitan Museum, in that section devoted to modern portraits where you may see it any time. It is a portrait of Douglas Matthews, the Western lumber baron, who died six months ago, and it was completed a few weeks before he fell ill for the last time. Critics say that the young artist flattered his subject, softening ruthless eyes and drawing an tender lines the harsh lips. He has made of a majestic, kindly old man, who seems to peer at you as if he were vainly seeking something which he has lost—or never had.

As the world knew him this was not Doug Matthews. One commentator, bolder than the rest, summed up his career when he said: "Matthews was the most powerful and notorious man of his time."

So I stood before this picture and wondered what the great master of millions had thought as I gazed upon it. The hand which was leading him away from the world was then heavy upon him. Before him stretched the terrible infinite; behind, the sullied years.

As I lost myself in retrospection there was a faint fall at my side and "Red Pete" Dugan stood before me. His face wore a strangely gentle expression, and there was a suggestion of quaint melancholy in his close set, sharp eyes as he shook his head in answer to my astonished gasp.

"You're wrong, pal," he said, divining my thoughts before I could speak. "The old boy looks just that way when I seen him last, and I bet he's smilin' like that when he goes away for good, even if he does spend his life growin' at the world."

"Just a moment, Pete," I begged. "What are you doing in an art gallery, and where did you meet Matthews?"

For answer "Red Pete" winked slowly. "I'm the best friend he's got once," he answered after a moment.

Now, "Red Pete," creature of atavistic impulses, has trod strange paths in his thirty-odd years of life. That though he is, there is within him a strain of Celtic chivalry that has brought him adventures vouchsafed to but few. Born in another age he would have carried to victory or to death the colors of his lady. Thrust into the drab life of an east side tenement district in this age, he early sought the high ways of adventure, unburdened by any moral code.

He has been in many places in varied capacities—at all times frowned upon by the law; travelling always in a circle, which brings him back at intervals to his beloved east side and "Murphy's" tawdry dance hall. Here, while a wicked musician exorcises a long suffering piano, "Red Pete" dispenses magnificently of his guins. Here it is that I have met him occasionally, and when he is in the humor have been regaled with Homeric tales of his exploits.

But there is a wide variance between "Murphy's" and the Cosmopolitan Museum, which lies in a district of such aristocracy that "Red Pete's" kind self cannot venture there unless on business bent; so when I found voice I grasped "Red Pete's" arm and said: "You were Matthews' friend?"

"Sure I am," "Red Pete" answered, firmly. "He says so and gives me this to prove it," and he displayed in his tie a magnificent black pearl. "I'll tell y' how it was if you want an earful."

Desirous of the "earful," I piloted "Red Pete" forth from the sanctified holliness of the Museum, and forth also from the velvety richness of the neighborhood, into the gracious and noisy welcome of "Murphy's."

"This is a couple o' years ago," "Red Pete" began. "I'm in Oakkosh, workin' alone, on a hunch I have that there's a lot o' easy money in these medium sized burgs."

"Oakkosh is where old man Matthews was born and where his homestead is, but he don't ever come there. His wife, he ain't lived with for over thirty years, drops in on't a year, the natives say."

"I'm curious to see the old guy's entrance joint, so the second night I'm there I roam up Algoum street, which is the burg's main alley, and flash an old, ramblin' structure that makes me think o' red faced sports sittin' before grate fires, playing poker and drinkin' swell booze. I likes it so well I'm for goin' and lookin' it over."

"That's easy. This house is like a big chair in the woods, it's that surrounded by brush. I opens a long window around at the side o' the house that's shielded by a old arbor seat and clambers in."

"I lands in a little sort of conservatory that leads into a big room and gets a fine shot. I ain't alone."

"Sittin' before a weakenin' grate fire is an old guy, who I thinks at first is asleep. I'm goin' away, because I don't want to start anything, when I gets my second shot—the old boy is talkin'. He's talkin' to something above him, and it's certainly a sad line o' word endeavor he's pushin'."

"I look where he's gazin' and sees he's talkin' to two pictures on either side of the grate. I can't get 'em plain, but one is of a young buck, with a soup and fish shirt, a floatin' tie and a lot of hair, and the other is a girl, with her mat slumped against her back, and couple o' balloons for sleeves."

"I does a brodie under a couch inside the big room, so's I can hear this geezer's monolog, just as he gets up and stretches his arms—and I nearly go out for the count."

"This conversin' person is Matthews. Yessir, and he holds his arms up to the picture of the Jane and says:—

"Oh, the wasted years—the wasted years! Then he climbs up on his chair and gets close to it."

"Dead," he rambles on, and his voice ain't comfortin'. "Dead in your youth and beauty—it's all withered with sorrow, which I bring you."

"And then he turns to this other picture and shakes his fist."

"And you're dead, too! And you're such a fine old when you're young. How you love everybody, especially her! And how you used to sit in this here very chair at night and say out loud to her, while she sat with you:—'I love you—I love you'—and sometimes she laughs like little bells, and at others she cries and gets close to you."



"And then he turns to this other picture and shakes his fist."

"Say, by this time I'm sittin' on top of this couch, and my eyes is rollin'."

"And she wouldn't forgive you that time, and you goes away," Matthews keeps on, still teetering on that chair, 'til I'm afraid he busts his neck. "You go away and steep yourself in sin, and now look at you."

"And he jumps off'n the chair and slams himself on the chest—so hard he coughs. Without ever thinkin' o' what I'm doin', I pipes out:—

"You poor old sport!"

"He whirls on me with a little gurgle and fixes me with them glims o' his, which they says makes kings buy him a drink. This don't ease me any. But he weakens."

"You—you hear me?" he asks.

"Sure I hears you, I says. 'I'm interested, too. Go on,' I advises. 'I'll go away and never say a word, but on the square, pal, I feel for y'."

"At this he walks toward me."

"Y're a thief!" he says. "I come here to rob the house!"

"Y're a good cussier, Mr. Matthews," says I. "I'm that!"

"Ah, y' know me, eh?" he asks.

"Sure I know y', I answers. 'D'ye think I'm a rube? But, on the level, I don't come here to steal. I just dropped in to look around a little, hearin' this is your old joint. I don't think there's any one here, but I finds you."

"A likely tale—a likely tale"—he begins.

"Aw, pull that line," I says. "I'm on my way, and I'm not stoppin' for some time. So call y'r bulls, and I'm aimin' for the window when he calls me back."

"Wait!" he says. "You says you're sorry for me."

"And I mean it," I says. "Y're makin' a home run when y' talk this lost stuff. I'm some lost myself, and it don't make me any too comfortable when I sees what I'm comin' to."

"Then I begs his pardon, but he waves his hands."

"Y're right," he says. "Let it pass. You says y're sorry for me. I'm goin' to believe y'. I can't believe no one else. Y' seen to-night what no one has ever seen before. You seen me cryin'. I want to tell y' why. I ain't ever told no one, and I've had it on me for over thirty years. I get so sometimes I think I'll go crazy."

"Shoot your dope, sport," I says, and begs his pardon again. "Sport's a word I uses. I begins."

"I like it," he answers, and grins. "It's all right!" And then he tells me why he's such a wild baby all his days.

"There's my wife," he says, and points to the picture of the Jane. I takes a flash, and she's a baby. Black hair, little shell face, red cheeks and eyes that'd make you soak y'r ticker for a wink from 'em."

"I ain't seen her in thirty-three years," he adds. "We have a fight one night when I come home drunk. I been out with a gang drivin' a new team I got me, and I takes on a lead. I don't know how we finally leads up to it, but she says I'm a sot."

At that I tells her, all right, if that's the way she figures, I'll let her alone, and I goes away and stays drunk for six months.

"By the time I sobers up I done some things few women will stand, and I know with her make up she won't, so I just blows. She has a roll o' her own, but I adds more in the bank, which she ain't ever touched. She ain't gettin' any divorce either, because she don't believe in it, but she lets it be known she thinks I'm a record naker for a slob. So I decides to go out and raise thunder for the rest o' my life."

"With that he takes me by the arm and leads me up to this picture of himself. I can only see it dim, in the fire from the grate. It's of a big, open-faced young guy, with a porcupine dome and a long nose. He's wearin' a chin like a lightweight's, and he looks as if he spends all his time learnin' new laughs. He talks of this picture to me like he's conversin' of some one he used to know."

"He's a fine lookin' boy," he says. "Now ain't he? He's a sturdy young fellow, with a laugh and a joke all the time. He ain't got an enemy in the world, and he ain't ever hurt no one. And here's that boy again!" and he slaps himself and smiles. It's the worst smile I ever see, includin' Hair Lip Charlie's when he's sore."

"I'm certainly sorry for you, pal," I says. "Ain't they no chance o' you old folks gettin' together?"

"They ain't no chance," he breaks in. "And if there is, does that bring back the years we lost."

does it make us young again and let us have kids that'll kick around? No, it don't. Nothin' can. We're dead," he adds, pointin' to them pictures. "We're dead, and our souls is dead as if we ain't ever been born."

"And he sits down in the chair and puts his face in his hands. I'm just putting him on the back when I hear the front door open. So does he, and he sits up. There's a rattlin' and a bangin' and some gasps from a guy I learn is his secretary. Then a woman says, sharp and calm:—

"Call my motor back, please. I shall leave at once. I didn't know Mr. Matthews is here or I certainly would not intrude."

"Matthews raises slowly out'n his chair. His face gets so purple I'm sure he busts in a minute."

"Steady, pal, steady," I advises.

"My wife!" he groans. "My wife!"

"And then in through the door swings a little party in a big coat. As she breezes along I sneak behind that couch again, not wishin' to intrude on the act. Matthews bows slight, and his face is like iron."

"I'm very sorry," he says, up stage like.

"The old lady jumps at his voice."

"You in here?" she says, and it looks like she's goin' under. Matthews starts toward her, but she moves away."

"I beg pardon," says he. "I ain't poison. I thinks then you're goin' to faint."

"Thank you," the old girl answers. "I ain't needed y'r assistance for over thirty years."

"You know whose fault that is," he barks.

"Does that matter now?" she asks, and there's a funny little catch in her voice. Say, I'd a laughed at them old geezers only I'm sorry for 'em. Fightin' right off the bell, see!"

"This secretary, John, is hoverin' around like a chicken without a head. Matthew pipes him."

"John," he yells, "we're goin' away immediate!"

"The old lady busts in."

"You needn't," she says. "I'm goin'. I'm havin' the motor telephoned for."

"I can't allow that," says Matthews.

"Goodby," says Matthews, movin' toward the door.

"The old lady whirls."

"It's unnecessary for y' to go," she says. "I go. I hear your health ain't any too good, and"—

"No, it ain't, thank God!" Matthews answers, with a yell. "And I'm glad when it goes altogether," and he rushes for the door, when I rise up from behind that couch."

"Wait a minute, sport," I says.

"He's clean forgotten me, but he turns."

"Oh," he says, "I thinks you're gone. Here," and he tosses me his roll. "Get out the way you come, and get quick!"

"Aw, put that stuff away," I answers. "Say, I continues, turnin' to the old lady, who's watching my play with some amazement, "I drops in on y'r husband to-night. I'm a thief, and I'm blowin' through this shack and finds him, and he tells me about you."

"At least," she says, turnin' to Matthews, "I may ask you to keep this fellow from insultin' me."

"Ma'am," says I, "I ain't insultin' you. I'm tryin' to tell y' what a lot o' bunk this enemy stuff is between you two. When I runs into your husband to-night he's weepin' before y'r picture and a-kissin' it."

"At this the old lady rustles up to me. She puts her hands on my shoulders."

"You see him kissin' my picture?" she asks. "You see him? Oh, tell me all of it!"

"Well, I tells her. Her face gets red and white and her eyes has tears in 'em. When I finishes she turns toward Matthews."

"Is this true, Douglas?" she says.

"Say, he's a fine sport—fine! He walks up to her. 'Yes, it's true,' he says, kind o' low. 'I'm hungerin' for you; since you throws me out I'm no good now, but you ain't takin' away the memories of them two years we have together. And now, good-by to you,' and he's off again toward the door."

"Doug—Doug," the old lady yells. "Oh, Doug, forgive me, and she rushes to him and gets in his arms. He gives a funny little grunt, and I thinks he's goin' to break her in two."

"Doug," she says, "hold me tight. I'm a bad, wicked old woman and a fool, but ever since you went away I been dreamin' that some time you're goin' to hold me this way and say you love me. It's been my pride that's kept me from you."

"It's my fault," he says. "It's my fault. Oh, Myra, the weary, tired years we lost!"

"Oh, I so want you to hold me like this," she answers. "I think always that you'll never do it again like this in this world."

"I love you always," he says, "even when I'm worst." And, pal, he wears that map then you see in the picture. I sneak out the window, and they never notice I'm goin'." I lays down on the old arbor seat outside, listenin' to their voices. Before I can beat it out they step. Both's been cryin', and they make straight for where I'm layin'. I try to sneak, but they see me."

"Here! Come here," says Matthews.

"On the level," I tell him, "I mean to get away without you seein' me."

"Both of them hold out their hands. The old lady peeps up at me."

"You should be a good boy," she says.

"Matthews takes this pin I got here out of his scarf and slips it to me."

"Young man," he says, "I give me back to-night what is worth more than my soul, but I gets that, too. Go straight. It's the only way you get anywhere. Come and see me in New York and we'll talk matters over."

"Red Pete" was silent a moment, and again I saw that quaint melancholy smile light up his face.

"The last time I see 'em," he concluded, "they're warmin' at each other in that arbor. I hears later that she goes West with him, and is with him when he passes in."

"Didn't you try to see Matthews in New York?" I asked. "Why, he'd have made you."

"Red Pete" shrugged his shoulders.

"I gets in bad in Ohio the next month or so. Anyhow, I'm not a flunkiey. I ain't lookin' for tips for what I do."

DR. ROLLER TO WRITE EXCLUSIVELY FOR THIS NEWSPAPER ON GOOD HEALTH AND HOW TO KEEP IT

DR. ROLLER AS AN ATHLETE

EXPOSURE of the strenuous life would find wrestling a sufficiently strenuous occupation to suit the most exacting, and competition in wrestling bouts of championship calibre calls for a greater expenditure of physical energy than almost anything else imaginable, yet Dr. Benjamin Franklin Roller, catch-as-catch-can champion, deliberately elected that form of exercise for his physical and financial betterment.

Nature endowed Dr. Roller with the physical attributes which are essential in a wrestler, namely, size and strength, in addition to which he has far more than the ordinary intelligence of men in other walks of life, as is indicated by his success in the practice of his chosen profession, medicine.

Like the titles to some property, that to the American championship at catch-as-catch-can wrestling has been disputed, but Dr. Roller's claims are substantiated by a chain of victories on the mat which leave little doubt as to his right to the title. Gotch was for several years the American champion, and finally he decided to retire and pass the honor on to younger men.

He decided that Henry Ordeman, of Minneapolis, and Jess Westergaard, of Des Moines, two promising lights, should compete, with himself as referee, and he would turn the title over to the winner of the bout. The event took place in Minneapolis in the spring of 1913, and Ordeman downed his opponent, whereupon Gotch declared him to be champion.

Charles ("Kid") Cutler, of Chicago, met the newly appointed champion two months later, in Minneapolis, and defeated him in two straight falls, whereupon Dr. Roller challenged Cutler, and on July 4 of the same year met and defeated Cutler at Benton Harbor, Mich., getting two out of three falls, with "Ed" Smith as referee, and he repeated the performance in a return match at Conroy, Iowa, on Labor Day.

Therefore, according to ordinary reasoning, Dr. Roller had a direct claim to the title, but Gotch had in mind certain others to whom he thought the title he had bestowed should go. They were "Americus" and Beell. They were matched at Kansas City in the spring of 1914, and "Americus" was the victor.

Dr. Roller had already defeated "Americus," but went after him again, and on November 23, at Springfield, Mass., defeated him, thereby twice besting Gotch's choice. Gotch, the undefeated and retired champion, has what he believes to be the coming champion in "Joe" Stecher, of Nebraska, who has defeated most of those whom he has met, but Dr. Roller downed him in Fremont, Neb., a year and a half ago, and so from all angles Dr. Roller appears to have a clear title to the championship.

A recent wrestling tournament concluded in New York city was conducted along Graeco-Roman rules, which style is in vogue abroad, but that has nothing to do with the catch-as-catch-can style.

The story of Dr. Roller's earlier life and how he came to be a wrestler and physician is one of ambition—ambition to gain strength and knowledge, to see the world and to study, paying the way by his strength and agility.

He was born on a farm near Newman, Douglas county, Ill., thirty-five years ago. His father was born in Heidelberg, Germany, and his mother was of Scotch-Irish descent, and, though a trifle more than six feet in height Dr. Roller is the smallest of six brothers.

The first fifteen years of Dr. Roller's life were spent on farms, building up his physique by hard work, but he always had a natural liking for all kinds of sport, particularly wrestling, which brings every muscle of the body into play if it does not break bones or otherwise maim its advocates.

A desire to improve his mind as well as his body during his earlier years resulted in his passing examinations to teach school when he was fourteen years old, which was four years too young, so he went to Indiana and entered De Pauw University and continued his studies and physical training.

Young Roller's father, though a natural mathematician, had no advanced education and could see no reason why his son should waste his time in study when he could make such an able bodied farmer, and was not at all in sympathy with him when he started to study medicine.

To defray his expenses while at college Dr. Roller pulled nails, at fifteen cents an hour; washed dishes and performed other similar duties, following these up later by instructing the other students in the lore of boxing and wrestling. He was graduated in the spring of 1898, having completed a seven year course in five years, and in the autumn of the same year entered the University of Pennsylvania, with only a few dollars in his possession.

When Connie Mack had the Athletics football team during the year 1903 and 1904 Dr. Roller was one of the star players, and the record of that combination was one of continued success. The doctor played back of the line.

Dr. Roller was graduated from the University of Pennsylvania Medical School in 1902 and was president of his class during three out of four of his years there, and won the Saunders prize. In the autumn of 1905 he joined the Seattle Athletic Club's team and played football all along the Pacific coast, the team never being defeated.

Several years earlier, while at De Pauw University, young Roller was invited to go to Chicago to represent the Chicago Athletic Club in the dual athletic meet with the New York Athletic Club, and he was victorious in some of the events, notably in throwing the discus, when he hurled it 108 feet, though later he managed to set a mark of 120 feet 2 inches.

After being graduated from the medical school Dr. Roller was appointed chief of the women's clinic and assistant to Dr. B. C. Hirst, of the University of Pennsylvania, and during the time he served in that capacity he added to his medical experience. Then he was offered a professorship in the University of

Career of the Famous Physician-Athlete



DR. ROLLER AS A PHYSICIAN.

PHYSICAL defects of childhood are largely responsible for the retardation of children in their grades at school," says William L. Bodine, president of the National League of Compulsory Education Officials. "Many of our juvenile offenders are not normal children. Proper development of muscle and mind means the betterment of humanity in general. It should begin with the child. Health and the encouragement of fundamental principles that build up health mean a happy as well as a better citizenship, now and in the future."

"I favor every factor that stands for the raising of the human standard, physically and mentally. Dr. B. F. Roller is a man who is qualified to spread the light of the knowledge to attain these ideals."

This is the judgment of a man who is familiar with the needs of thousands of children, and older persons, too, who can be helped by the methods that Dr. Roller has used with success in many cities and which are to be set forth in the pages of this newspaper in a series of illustrated articles by Dr. Roller.

His preparation and experience, joined to his natural abilities and his splendid physique, fit them peculiarly for the work of helping others. He is a self-made man in every sense and knows the value of working up and the possibility of doing so. He was the son of a farmer in moderate circumstances, and largely through his own efforts attained a high place in the medical profession, where he has been recognized as an authority in special lines as well as the founder of a system that has restored thousands to health, and, what is still better, has kept them there.

He was so apt a pupil in the common schools of his native State that when he was thirteen years old he passed the examinations which entitled him to a teacher's certificate. At De Pauw University he entered the preparatory department and later took the four years' course in three years, being graduated in 1898 with the degree of B. S. In the Medical School of the University of Pennsylvania, where he received his M. D. degree in 1902, he had a distinguished record, having an average of 98½ and winning the Saunders prize of \$100 for the best work in gynecology and obstetrics. It was because of his record that he was made assistant to Professor Barton C. Hirst, an authority in obstetrics and the author of text books on gynecology.

Dr. Roller wrote the section on anesthesia and anesthetics in one of Professor Hirst's books. He became head of the women's clinic of the University of Pennsylvania and received there an excellent training as a surgeon. It was as a boy, devotedly attached to his mother, who was ill much of the time, that he made up his mind that, in spite of poverty and other obstacles, he would devote his life to helping men and women, especially women, who were ill and suffering.

From Philadelphia Dr. Roller crossed the continent to Seattle, where he took charge of the department of hygiene and physical culture of the State University of Washington. He also had charge of the athletic work of the Seattle Athletic Club. This meant that he had about 1,500 students under his care and a thousand resident members of the club. He kept records of measurements and diagnosed for lack of symmetry, giving prescriptions as a physician would for a disease. At the close of his second year in Seattle he took up the practice of medicine, in which he was remarkably successful. He was especially skillful in surgical cases.

Even while he was in the university Dr. Roller gave evidences of the talent for diagnosis and the skill in treatment that were to distinguish him in his later practice. In his sophomore year a brother was seriously ill in Chicago and was being treated by a physician of good standing for pleurisy. The medical student was finally summoned and at once diagnosed his brother's case as a broken back, with tubercular suppuration of the vertebrae.

Under the direction of B. F. Roller his brother was removed to another hospital, where two of the most eminent physicians in Chicago confirmed his diagnosis and sanctioned the treatment that the young man had prescribed. The patient was in the hospital for several months. When he left he was two and a half inches shorter because of the erosion of the spine, but he was completely cured and became a strong man.

A year later, as Mr. Roller, then in the third year of his medical course, was about to leave for Europe, he received a telegram announcing that his mother was dying. It took him thirty hours to reach her bedside, and he at once made a totally different diagnosis of the case from that of the local physician. That he was correct was proved by the instant change in his mother's condition after he took hold of the case, and, although he lost his trip to Europe, he had the satisfaction of seeing her restored to health.

Joined with his surgical and medical ability Dr. Roller seems to have a psychological quality which makes his judgment almost infallible. On one occasion a boy had been in a street railway wreck in Seattle. Allenists pronounced him insane as a result of his experience, and an action was brought against the company for heavy damages. The presiding Judge appointed Dr. Roller to examine the youth, and he soon discovered that the boy was in a plot to milt the railway and was not insane. He took the lad into court and obtained from him a full confession of his part in the conspiracy.

As a fellow physician has said of him, "his achievements indicate that he is a man of physical perfection and wonderful, even mysterious, mental equipment, a self-made man and a man with a purpose to which he has been faithful."

Out of his deep study and wide experience, dominated always by his passionate longing to benefit mankind, Dr. Roller evolved a system which has become known by the name of Rollerism. It has been described as a common sense and scientific system of living calculated to relieve the imperfections of humanity and bring about an improvement physically, mentally and morally.

the State of Washington, which he accepted, to lecture on hygiene and take full charge of the physical culture and athletic departments, and at the same time he was physical director of the Seattle Athletic Club.

His pupils won the Pacific coast championships at every weight in boxing and wrestling. After two years in Seattle he resigned from the positions and started in private practice, having passed the State Board medical examination in Washington and before that being licensed to practice in Pennsylvania, Illinois and Oregon. While in Washington State University he studied law, English, German and French. In 1909 he went into professional wrestling to get

back his health, after his hard work in Seattle, and not only to get back his health but to enable him to travel and see the world, paying expenses the while. It paid well as a means to other ends.

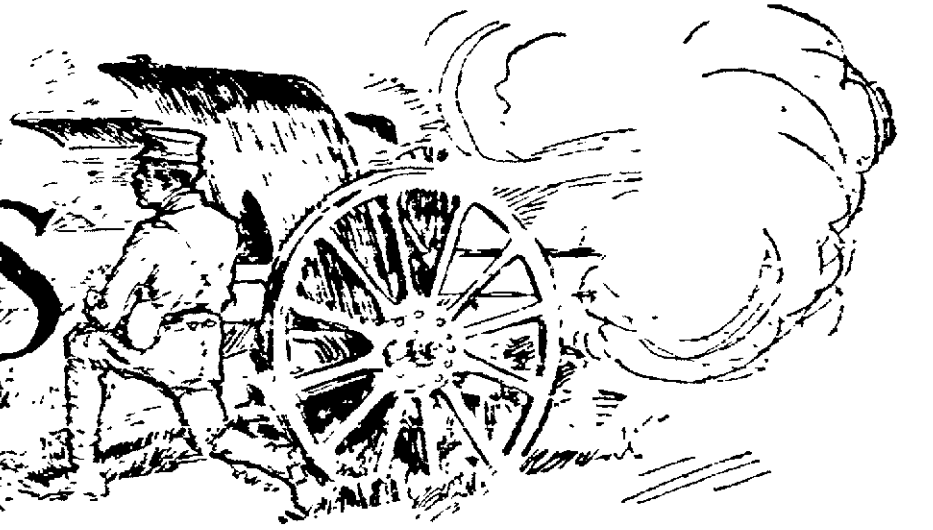
His first professional wrestling match was at the Vancouver Athletic Club, at the time it was opened. "Jack" Garkeek, a French-Canadian and one-time champion wrestler of the world, arrived from Australia just before the club opened, and the doctor was matched against him. It was the general impression that Dr. Roller, a semi-amateur, or at least unknown, would have no chance against the professional one-time champion, and it was agreed that the winner take all the receipts.

Garkeek was pinned to the mat twice in seventeen minutes, and Dr. Roller received \$1,700, or \$100 a minute. Then challenges began to come in thick and fast, including repeated challenges from Frank Gotch. A match was eventually arranged, the winner to take seventy-five per cent and the loser twenty-five per cent of the receipts, with the understanding that Gotch must throw Dr. Roller twice within an hour to win.

Gotch failed to pin his adversary's shoulders to the mat even once in the hour, and as a result Dr. Roller received \$4,387 as the big end of the receipts, which he considered a most satisfactory and profitable though strenuous hour's work.

In Our Issue Next Week the Famous Physician-Athlete Will Begin a Series of Interesting Articles on the Prevention of Disease by Proper Diet and Exercise.—His First Subject Will Be, "Home Life Is Happiest When Every Member of the Family Is Well."

EFFICIENCY OF AMERICAN MECHANICS



It was the great Leonardo himself who wrought jewels for fingers and bombs for the walls of Rome. Likewise Leonardo painted frescoes and fashioned mighty engines of war. Now comes Peter C. Smith, American workman, and some hundreds of thousands of his fellows, who, as if at the sounding of martial trumpet, have turned from the making of sewing machines to the assembling of rapid fire guns, from the turning of brass umbrellas to spinning lustrous steel into jets for the leaden death. The hands that have made the shining shuttles which join furbelows to fabrics sheer have turned to the making of the nose of the shell.

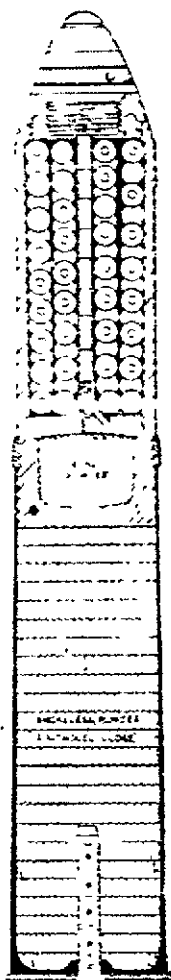
Munitions of war costing many millions of dollars are being made in this country for European soldiery. Plants which had been given here to the arts of peace have been transformed in a few weeks into busy arsenals. When the opportunity came to fill war orders the capitalists of industry in America did not hesitate to enter into enormous contracts, for they knew that they could depend upon the ability and ingenuity of the workmen of the United States to meet any emergency. The wondrous facility with which the workers passed to their new employment has given the impressive earnest of what they could do if their country were ever attacked by a foreign foe, for wars of these days are largely destined for success or failure in regions of grimy rafters and swiftly moving pulleys. The true ally of the man behind the gun is the man before the lathe.

That the ability and the resourcefulness of American artisans have always met a crisis more than half way is a condition that reaches far back into the history of this people. Those who fought for American independence were sustained by the smiths at the forges. Muskets made in the Colonies and cannon cast in our own foundries helped to win the War of the Revolution. The shots which the embattled farmers fired at Lexington bore bullets cast at Colonial firebrands; the Green Mountain boys made their own gunpowder.

These are days when the mind dwells upon the national preparedness. The demands of war are so great, the need for ammunition so vast that only a strong and ably conducted scheme of supplying weapons and their charges can sustain the strain of conflict. This country has a navy not yet large enough and a skeleton army. Its defence lies in the patriotism of its citizens, who in times of stress are upheld by that great reserve force of the American people—efficiency. One hears much of the precise



CLOSING IN NOSE OF SHRAPNEL SHELL IN HYDRAULIC PRESS.



AMERICAN TYPE OF COMBINATION TIMING AND PERCUSSION FUSE USED ON SHRAPNEL SHELLS.

preparation of the shell itself, the fitting on of the brass case to contain the propelling charge, the rifling of the barrel about the projectile, the cutting of the thread, the adjusting of the mechanism of the fuse—all have their counterparts in the arts of peace. Machining, polishing and grinding are arts of precision to which millions of American workers are accustomed.

Furnace and forge soon become skills of Mars. There is not such a far cry between the fashioning of shafts and axles for the great engines of war and the making of the heavy artillery of the present and the enormous turret lathes are really cousins. Both are instruments of precision, both must be called into being with meticulous care. One trained to make the one can soon learn to build the other. Is it not a work of every day in the American industrial plant that the workers are called to change their methods overnight that they may prepare some new mechanism designed by busy invention? Who is more versatile than the average American artisan, who may go in a year from machine to machine, developing initiative and originality in his progress from press to lathe? It is this individual thinking on his part which has made for such a great measure of efficiency.

The other day I saw in a factory built for the mak-

ing of the shell itself, the fitting on of the brass case to contain the propelling charge, the rifling of the barrel about the projectile, the cutting of the thread, the adjusting of the mechanism of the fuse—all have their counterparts in the arts of peace. Machining, polishing and grinding are arts of precision to which millions of American workers are accustomed.

From works like these come products of all kinds also, for easily the skilled electric worker can turn his hands to the fitting of shrapnel fuse. The marvel of it all is the readiness with which he adapts himself to his new occupation.

It has been said that Germany is putting into commission a new submarine every week. An experienced dealer in the munitions of war said the other day that in the event of trouble here the first thing to be done would be for the government to take over all the electrical works in the country and set them to making parts for submarine boats. In this way he is confident that the United States could launch two submarines a week. That this might easily be possible is indicated by the reports from Canada, where the parts of submarines are either being made or where they are received from various factories beyond the Canadian border.

When it comes to the making of rifles the resources of typewriter and bicycle factories may well be taken into the account.

Bullets are no longer cast by the kitchen fire, as they were in the days when the Fourth of July was being placed on the national calendar. Now they are stamped and pressed from machines into which lead wire is fed with automatic precision. There are plenty of skilled machine operators ready for that duty.

Our forefathers sought saltpetre in the caves; in these days American industry has prepared the way for the making of high explosives, the materials for which are gathered from the by products of steel plants and coke ovens.

War of to-day needs the aeroplane, created by American genius; the rapid fire gun, perfected by American invention; the magazine rifle and the automatic pistol, for which Europe comes to us seeking millions of them; the submarine, which originated in American brain, and the high power guns, in the forging of which this country excels.

American efficiency and American resourcefulness are to-day on the alert, inspired with that same spirit which stirred the farmers and the artisans of more than a century ago to face a veteran soldiery from beyond the seas.

If Old Age Could Be Deferred

WHAT would be the effect upon the world at large if the average length of life could be materially prolonged—if, for instance, a drug were found which would put off old age for another twenty years?

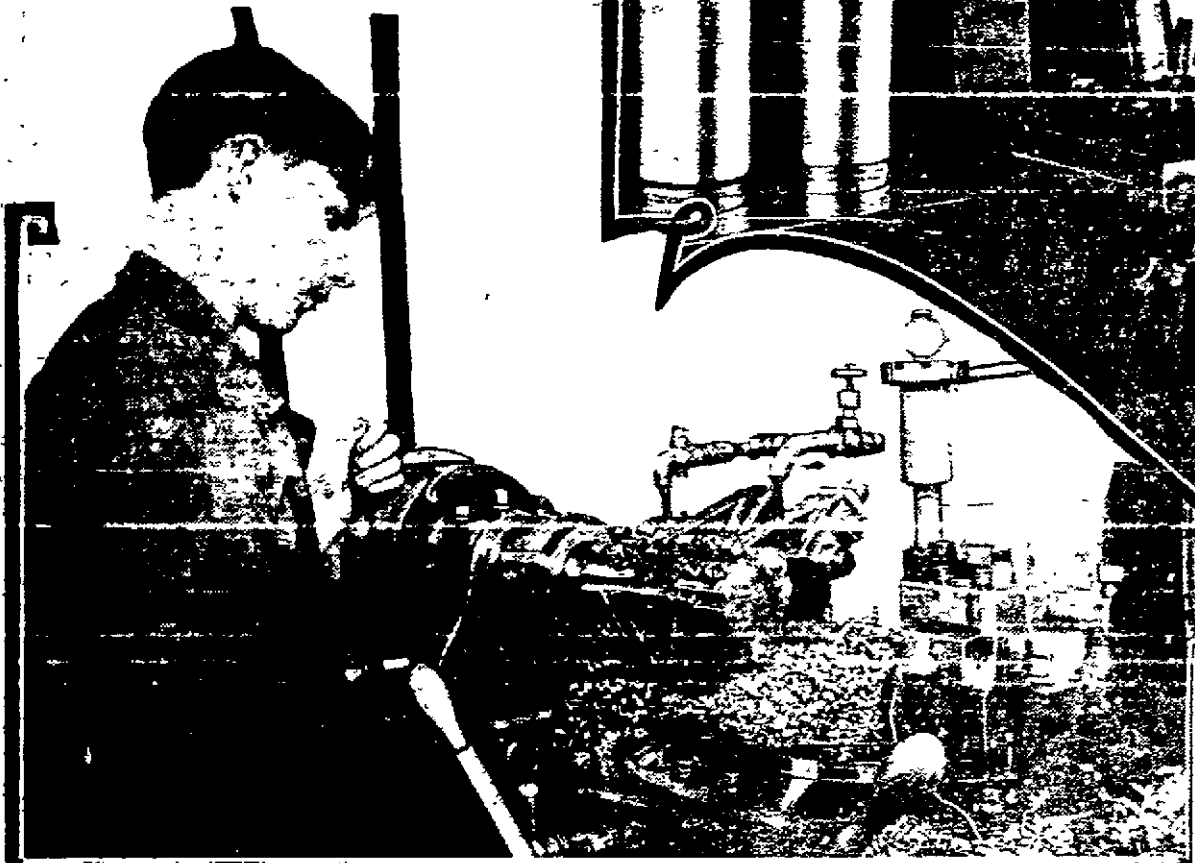
It is difficult to imagine a lengthening of any other time of life than middle age. It is the only period when the clock appears for a while to stop.

Youth would not be youth if it were not fleeting. It would not be delightful, adorable or even excusable. It must be evanescent.

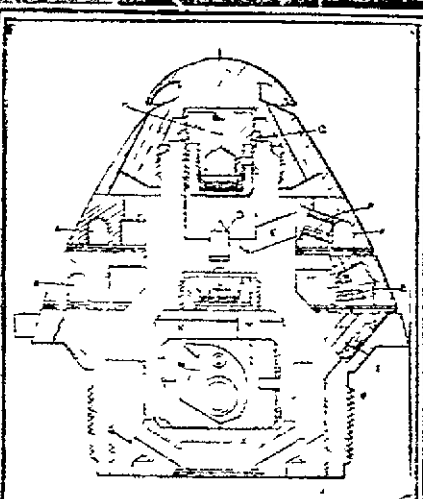
Old age is, again, a period of movement. We cannot imagine its indefinite prolongation. But at the top of the hill we might surely stop with advantage—with advantage, at any rate, to the community.

Middle age makes for moderation. What Sir Thomas Browne calls "the furious face of things" would tend to disappear, and an immense increase of sympathy without passion, humor without hilarity, fervor without fanaticism, would take place. On the other hand, do we desire to give increased weight in the community to those with whom comfort has become essential, with whom conviction is shaken and the power of combination has considerably lessened?

We are all to some extent educated by our children.



FIRST ROUGH-TURNING OPERATION ON SHRAPNEL SHELL.



FRENCH 75 MM (2.95") SHRAPNEL SHELL.

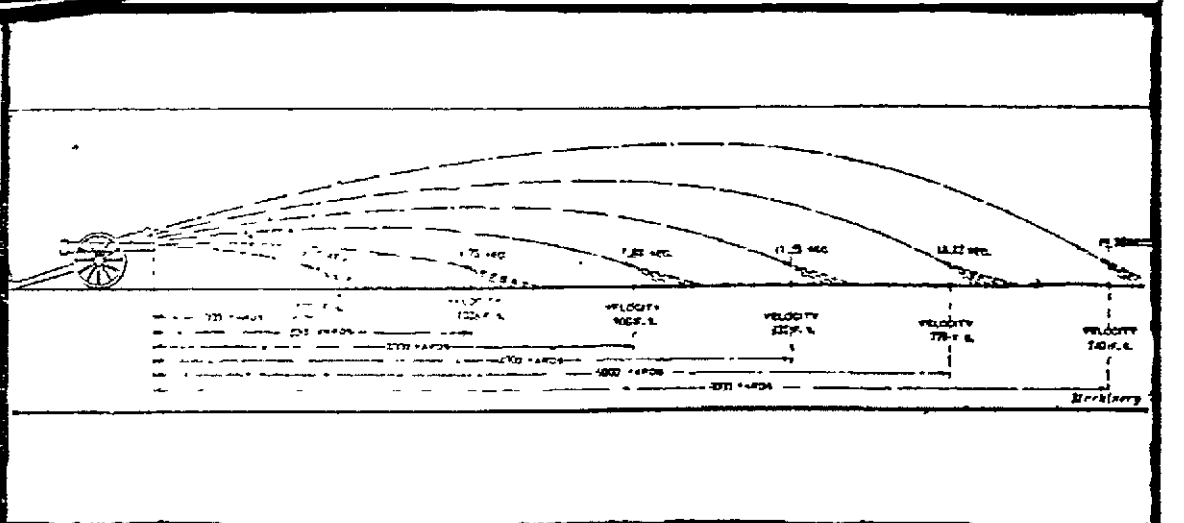


DIAGRAM ILLUSTRATING PATH OF A SHRAPNEL AND THE TIME OF EXPLOSION AT VARIOUS DISTANCES.

foresight of the Germans, but, taken all in all, the true home of efficiency is here, where not only are great projects directed by master minds but also each skilled worker has power and initiative within him.

Battle ships cannot be built except through months of toil, and the forging of great guns is not a trick of swift magic, but once a reasonable basis was established for the national defence and an army of a million men, with more or less military training, were in the field, able and willing to fight, much would then depend upon the rapidity with which munitions could be daily supplied. Modern warfare consumes shot and shell in a way that is without parallel in the history of the world.

War is all waste. Artillery is often disabled by a single shell, rifles are short lived; millions of rounds of cartridges are fired within an hour on the modern battlefield from the labyrinth of trenches.

You would know how well this country is meeting the demands for arms and munitions travel through our own Belgium—Connecticut—where New Haven rivals Liege. Bridgeport is thronged with gun-makers and cartridge makers. See Pittsburg, where the mark rises from ordnance factories. Note that locomotive works in Philadelphia have been converted into factories for shells.

That so much has been done in this country in the making of munitions has been in great measure due to the remarkable machine tools and the skilled men who use them. Just now so great has been the demand for such apparatus that the market has been swept clean, and manufacturers will not be able to fill new orders until autumn.

The foundation of this mechanical efficiency is the American lathe, of which there are many modifica-

tions. It is a machine which can often be changed into scores of new uses by adding new attachments. The lathe operators were on the first line when the orders poured into this country for heavy munitions.

In these days of trench fighting the effectiveness of the shrapnel has constantly increased. The shell so much demanded is in itself like a small cannon, which after it has been fired bursts at the desired moment behind trenches and spreads, fanlike, from 250 to 300 hardened bullets besides the fragments of its case. It requires almost endless care and accuracy to produce this highly effective munition. Before the breaking out of the war comparatively little shrapnel was made here except in the government arsenals. Within a few weeks after contracts had been signed millions of the shells were being produced in factories which before that had no more connection with war than they might have had with war dolls.

First, shrapnel must be forged from bars or plates of steel. The heated metal is placed in a press, a plunger descends and moulds it into its first crude shape—a hollow form. The ponderous "bulldozers" of the mills soon were busy at that process. Works where structural steel is bent and shaped for house or bridge contracts, after some changes in attachments were made, were pounding out the shells.

Then, after some slight changes of attachment, engine lathes, which had been making all kinds of machinery parts, car wheels and the like, were put into commission smoothing down the rough shapes,

grinding them to accurate proportions inside and out.

The efficacy of the modern shrapnel depends much upon the fuse in its head, so arranged that it slowly lets a powder train reach the exploding charge within it. The turning of a dial adjusts the time of the explosion to a nicety. The making of such a fuse is not so different from the turning out of a clock. There are many automobile supply manufacturers whose workmen are accustomed to putting together magneto and carburetors that have undertaken contracts for the device.

Given ingenuity and efficiency, the railroad repair shop that had been working at only half time was soon busy night and day making shells for the Allies. And here, marvellous as was the change, was no traumatism, for here were trained operators at hand who were accustomed to every process involved. The

ing of silverware workers producing bullet jackets by the million. The manufacturer of brass tubing and boxes, the spinner of copper, has been having his artificers produce cartridge shells.

Before hostilities began across the Atlantic there was not made by private factories on this side a high power and efficient military rifle which met the requirements of the contingents. With infinite care American gunsmiths prepared new models, something on the line of the official Springfield, and now there are factories turning out 1,500 every twenty-four hours, working night and day.

We read without comment almost that the great electrical companies have contracts for rifles. They are able to fill them partly by buying up factories where shotguns and sportsmen's pieces were made and reinforcing the force by their own skilled oper-

We begin life with some prejudices which they tear from us.

We hate, say, certain opinions, certain attitudes of mind, certain types of character. With pain we see our children approaching to these opinions, these attitudes, these types.

The fact does not lessen our affection, it destroys our prejudice. If we, in full view, could watch two generations grow up, should we not learn more?

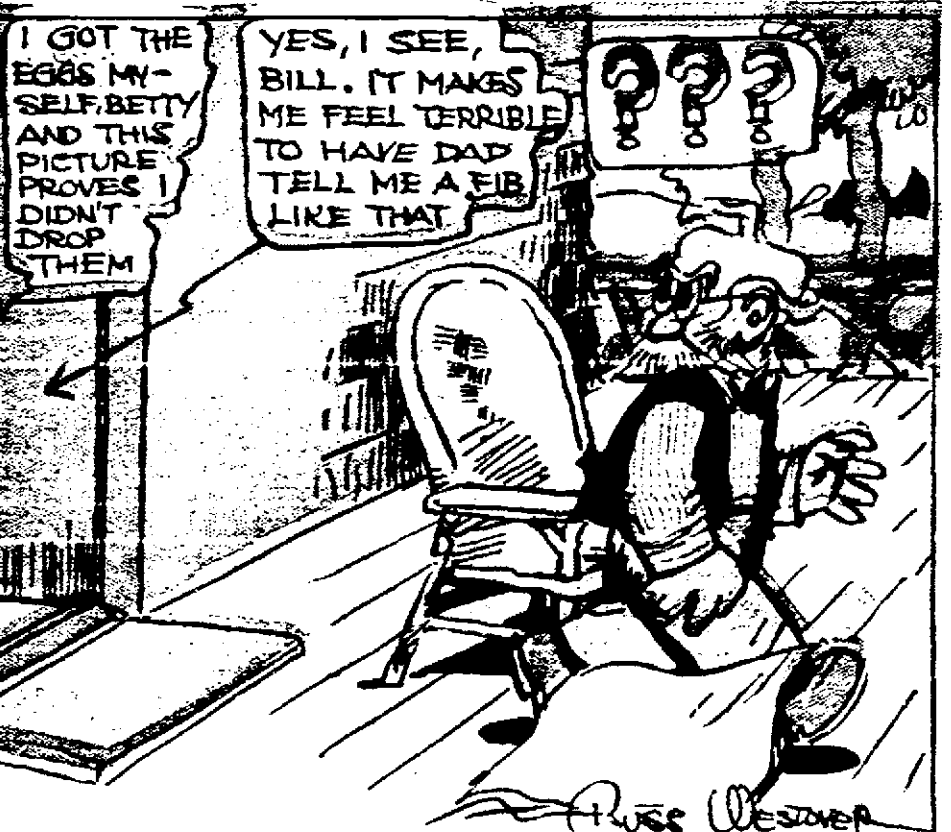
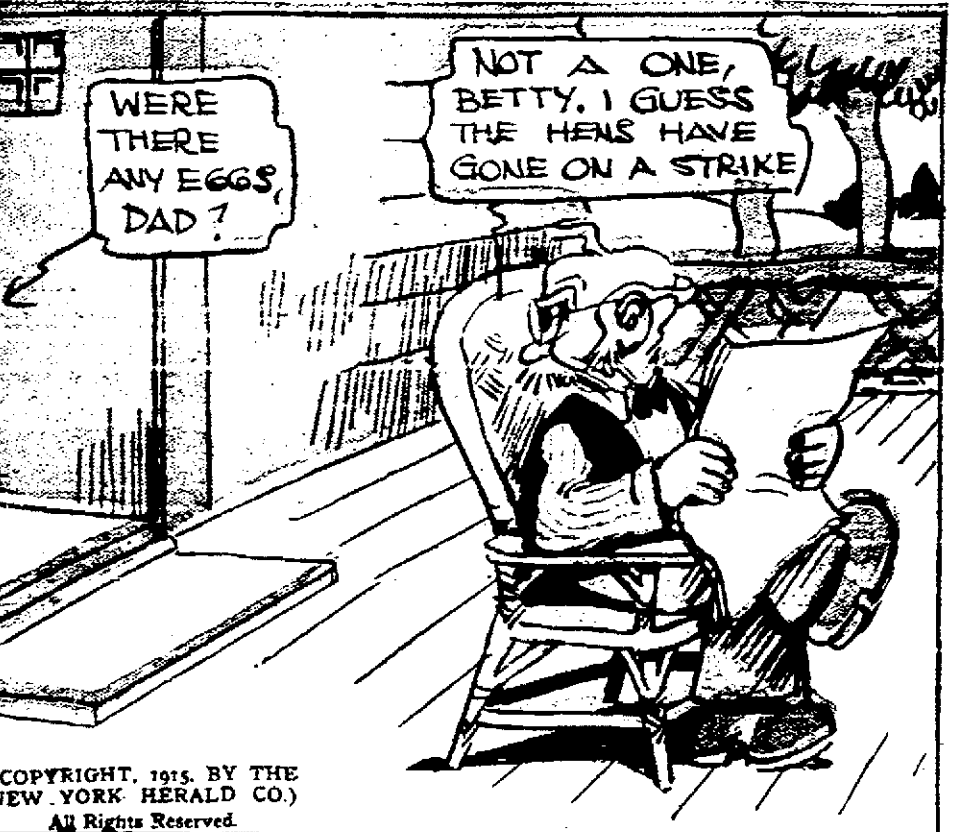
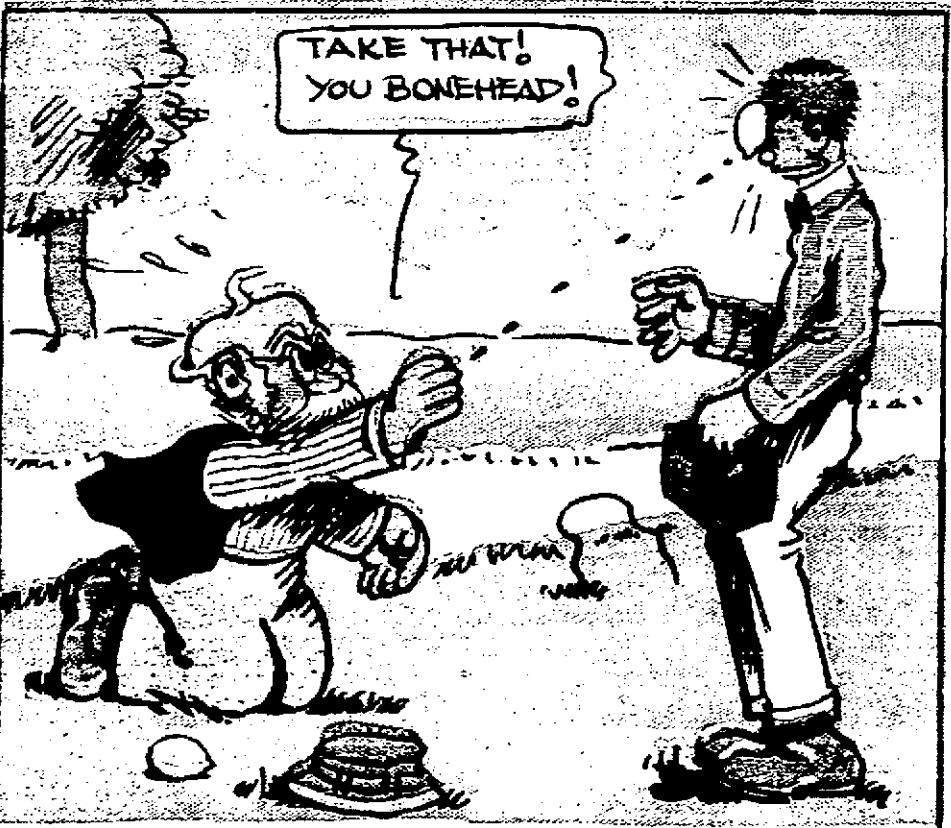
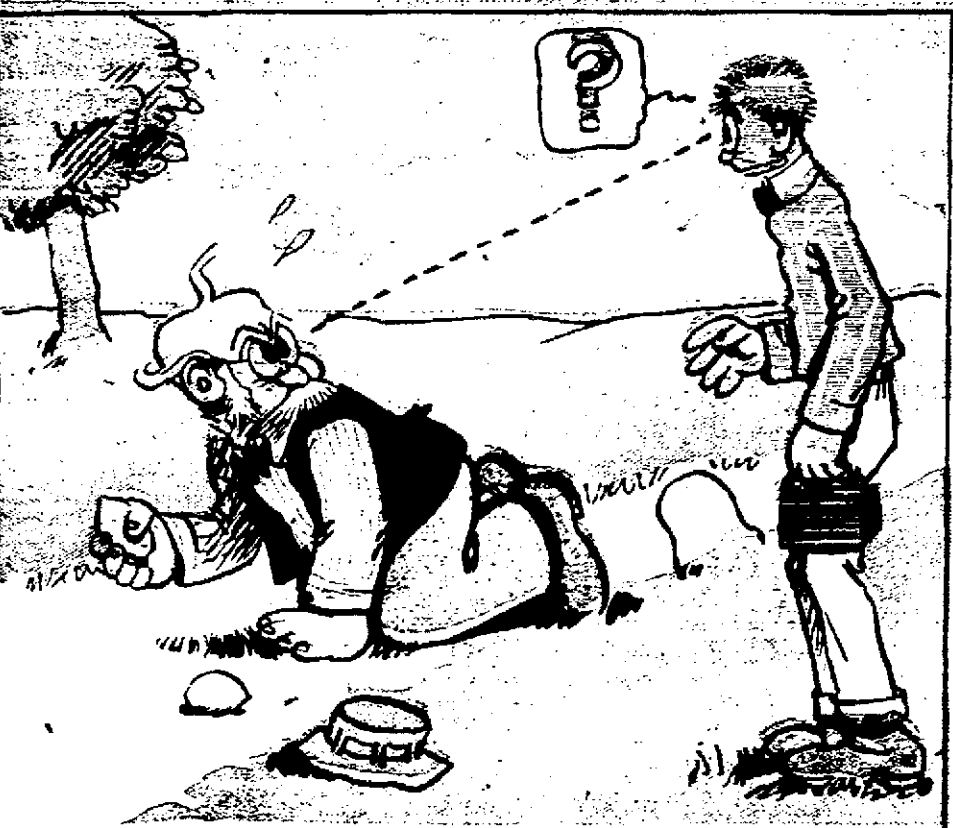
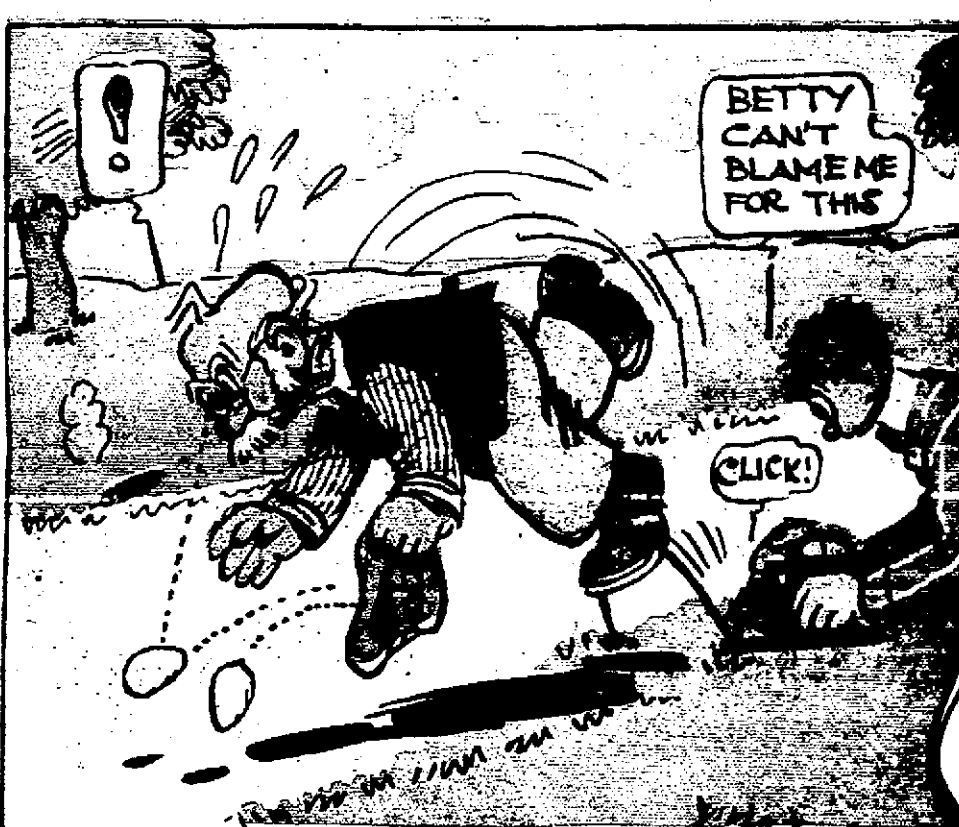
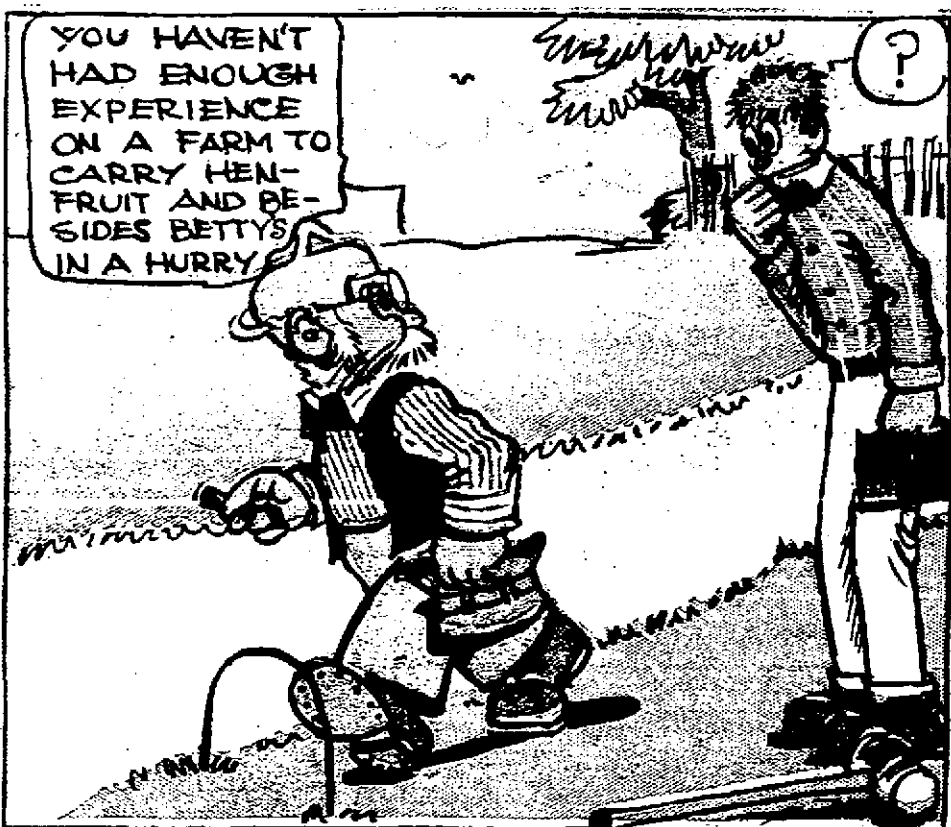
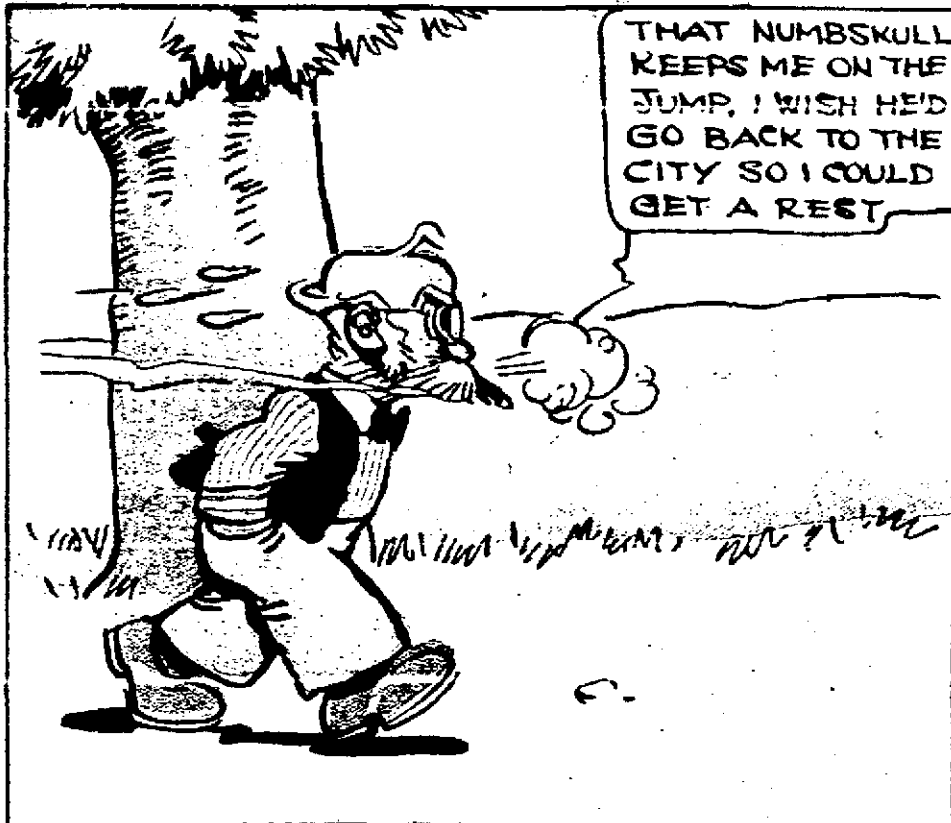
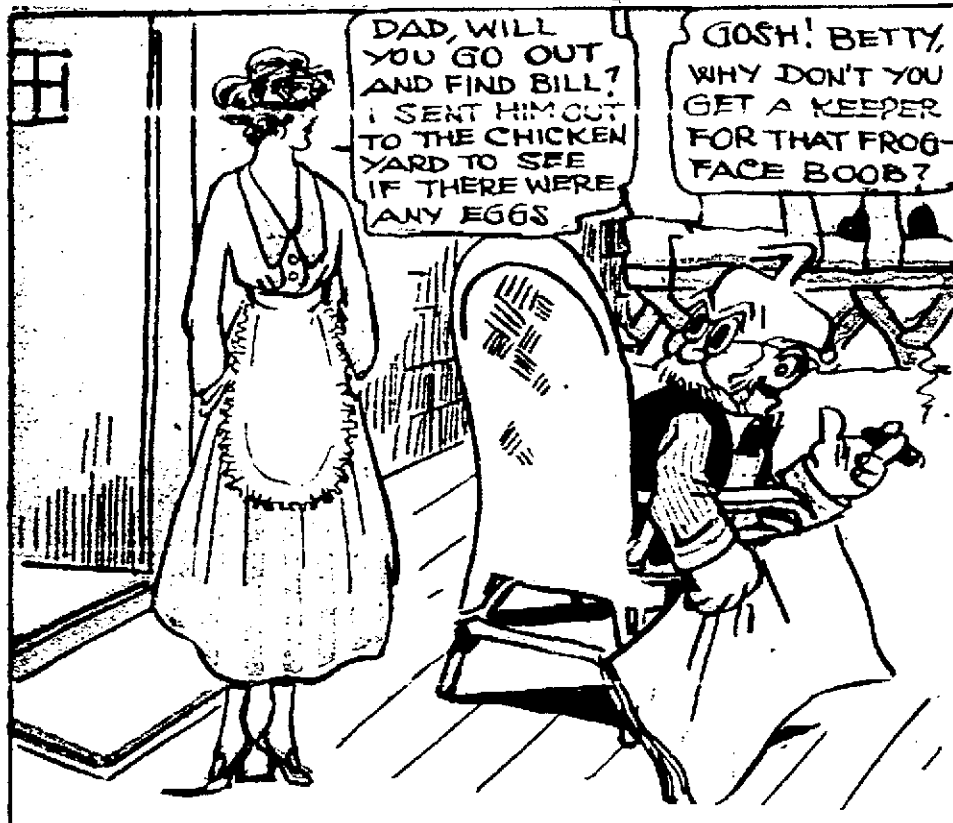
The inevitable reaction of thought which sets in with each new generation would occur twice or three times under our eyes.

The temptation to cynicism would be great. We might come to regard the hopes and foregone conclusions which make the glory of the great adventure as so many symptoms of youth.

It is possible to be over-educated, to smother intuition under experience. Should we not, perhaps, come to know too much?

COMIC SECTION

Oakland Tribune
SUNDAY, JULY 25, 1915



ROSENTHAL'S

Sole Agents for HANAN Shoes

Main Store	Men's Shoes Only	Oakland Store
151-153 POST STREET	744 MARKET STREET	469-471 TWELFTH ST.
San Francisco		Oakland, Cal.
For Men, Women and Children San Francisco For Men, Women and Children		

ALL OUR STORES OPEN SATURDAY NIGHTS

WANTS CITY TO BUY WATER PLANT

Samuel Ehrlich Is of the Opinion and Gives His Reason.

Oakland, July 25.—To the Editor: All corruption comes from public service corporations—corporations that want something for nothing. The best brains in the country are not active in the work of solving social problems. They are dedicated to Mammon, and often strike at the very foundation of popular government by methods that would not bear light.

Investigation of public ownership by the National Civic Federation showed the extent of overcapitalization by private companies as compared with municipal plants. The outstanding securities of the private electric lighting companies in 1905 amounted to \$27,511 per kilowatt-hour unit, while the capitalization of the 515 municipal plants were only \$11.55 per kilowatt-hour unit.

Such an excessive capitalization in the private plants is not only a monopoly or franchise value. It is a capitalization of the exclusive grant given to the company by the community. And as the city grows, the value of the grant increases. The company responds to its growth by increasing its capitalization and dividends. Under municipal ownership, on the other hand, growth in population, with the consequent increase in demand, permits a reduction in rates or improvements in the service.

The value is returned to the community itself. Similar comparisons of private and public water plants would disclose the same overcapitalization. The former is a study of gas and street railway companies. The water supply has been generally monopolized in the United States. An investigation by the Federal Government in 1905 showed that 113 of the 134 cities of over 30,000 inhabitants owned or operated their plant, while in 1910 a total of \$339,205,581 invested by cities in business undertakings, \$45,544,000 was invested in water works.

There is no tendency to return to private operation in any of the cities. In fact, the propriety of public ownership in this field is rarely disputed. Municipal water plants generally charge lower rates than do the private plants. They are more permanently constructed, offer better fire and domestic service, while the health of the cities owning their plants is generally better than where the private plants obtain the operation. Robert G. Monroe says of the rates and charges of the New York water supply: "Had the water supply been in private hands, financed upon parallel lines and similar business methods to those pursued by the private lighting monopoly, the city of New York would have been paying a year for water, instead of a half a year, and a half million dollars cost under public ownership."

What holds good to water supply holds also good to every other public utility. Private ownership under regulation is frequently urged as a means of securing the advantages of municipal operation without the expense. This is the regulation to be either by the city or by the state public service commissions. Experience has shown, however, that it is the attempt to regulate that turns the corporation into politics, and the more complete the regulation the greater the corruption. In addition, orders when made are not obeyed. They are objected to at hearings, and when finally enforced are on the ground of confiscation or unreasonableness.

The conflict of motive between private operation interested in profits and public operation interested in service cannot be harmonized by regulation any more than by competition. This is the experience of European cities where private operation under exacting regulation was exhausted before the policy of ownership was entered upon. The city of Cleveland has had prolonged experience in the effort to regulate private ownership of the street railways. For nine years the effort was made to reduce street railway fares from 5 to 3 cents. Ordinances were passed by the council which were immediately carried to the streets, where they were delayed for years. In all, over fifty injunction suits were filed against the city and its officers. Through the efforts of the city and the state, under which the company accepted a valuation of the property upon which dividends of 6 per cent only were to be allowed. Rates of fare were fixed first at 3 cents, with the right to increase them if this did not produce sufficient income. The rates were finally reached in 1910, and during the intervening years the fare has remained at the initial rate agreed upon. 3 cents, although an additional charge of 1 cent for a transfer was made for a short period. As a result of the reduction in fare, car riders have been saved \$2,500 a year.

CITY OWNERSHIP DEMANDED. Similar reductions in fares have been made in Toledo and Detroit, in which cities the community has refused to renew the franchise at any terms, preferring to wait for municipal ownership rather than to accept any terms which the company has offered.

The most important gains from municipal ownership are not financial, but ethical and ethical. Through the city will be freed from the conflict of interest which now divorces much of

SAYS GERMANS TOOK CARE EVEN ABOUT THE MOVIES



GERMAN AIR-FIGHTERS AFTER A STRENUOUS BATTLE IN AIR.

An interesting visitor at the Exposition is Colonel George Coriwallis West, husband of Mrs. Patrick Campbell, who was with the English retreat from Antwerp. One of the exciting scenes to be shown and explained at the Oakland Auditorium next Saturday and Sunday night. He says: "The impression you gain when watching the official German war moving pictures is that someone had thought of everything."

At least the thoroughness and preparedness of the German army is made apparent by the six reels of film showing details of interest along the line, in the field and in the various towns where the fighting is taking place. They are the first films which show the eastern theater of war, the happenings in Russian Poland, Galicia and East Prussia, as well as the Dardanelles.

The films were made through permission of the German general staff and by request of the Kaiser will be filed as historical records for future generations. They show the continuing gun action before Antwerp, followed by the charge of the Bavarian cavalry, and the desperate infantry trench fighting, the

capture of Antwerp and the burning of oil tanks and buildings, which Colonel George Coriwallis West says showed their uniforms as they returned the city, retreating to Holland, where they were interned; and at the close the death upon the battlefield is shown with brutal realism and a number of the German soldiers feeding the enemy's children. Infantry fighting in snow-clad fields and trenches; shell-struck buildings; train and field hospitals with wounded of four nations; after the battle of Tannenberg, where 100,000 men fell, and hundreds of other new scenes taken by daring camera men in the fighting zone by order of the German government.

Count Martin Pache will lecture and describe in detail the many wonderful scenes taken by the camera men in the fighting zone by order of the German government. The pictures, with full descriptions of the various scenes, at 7:30

its talent from the public service. This conflict remains even under regulation. It becomes most acute when regulation is most efficient. Partisanship is kept alive to be used against an administration which interferes with these interests, while the press is subsidized and the agencies of public opinion controlled to maintain the invisible powers referred to in the preceding paragraph. And this conflict can only be terminated when the cause of it is removed, and the city itself is possessed of the privileges in whose preservation the wealth and power of the city is interested.

Then the talent of the city will be free to want good government, men will then be in a position to aspire to public office and promote the city's well being. In addition, the city will become such an important agency, the activities which it owns will be of such transcendent interest, that men of power, honesty and business ability will desire a place not only in administrative positions, but in the council as well. Further than this, a city which serves its citizens in many ways, which touches their lives daily and hourly, will awaken interest on the part of all classes. There will be an economic and social nexus between the voter and the city which will supply the strongest possible motive for good government.

Public ownership was promoted by the same causes that I mentioned in England and Germany, and, to some extent, in Italy, Switzerland and Austria-Hungary. In all these countries the people have seen an opportunity to reduce the rates of taxes. Every taxpayer with the slightest business conscience has come to the same conclusion, that utilities in the hands of corporations lead to bad government, graft and corruption.

Now is the time, the opportunity is ripe that taxpayers demand that the people take over the Peoples Water Company. In none of the countries that have municipalized these activities is there any sentiment for a return to private operation. By the way, something must radically wrong exist in a city where, with our high tax rate, the taxpayer must suffer filthy and dirty street conditions which make the city a disgrace to civilization. Where is the civic pride of our famous Commercial Club, Merchants' Exchange, Chamber of Commerce and all of the other hot-air organizations in the city of Oakland? Apparently too much politics that have caused former conditions to exist in the city of Oakland.

STREETS AN AD. I expect and sincerely hope that our new mayor of the city of Oakland will pay strict attention to all municipal business matters, particularly to the streets of the city of Oakland. Clean and comfortable streets are the best indication of advanced civilization. In fact, well-kept streets are a walking advertisement. Clean streets make the first impression upon every stranger who comes to our city.

If our new mayor will enforce every ordinance relating to vacant lots, sidewalk parkings, street cleaning, etc., to keep every section of Oakland in a healthy and clean condition, not only where Uncle Joe and Aunt Mary live, the taxpayers can well afford to place the best automobile that money can buy for the use of Oakland's new mayor. And if the purchase of a new automobile for our mayor will enable him to make walking inspections of every section of the city, and by doing so will give the taxpayers clean streets, as well as a clean record of conducting public business on strictly business methods, the money spent by the taxpayers would be the best investment they could possibly make.

I desire to call attention to the opinion of the railroad commission with reference to the water question. I firmly believe that the best solution of this problem would be the purchase of this system at a reasonable price by the public. I do not believe that it would be proper to speculate on a probable or possible purchase and delay all action looking toward the doing of the things which are necessary as above specified. Furthermore, I do not see why a conservative reorganization of this company's financial condition will in any degree hinder the public's privilege of purchasing this system. In fact, I am inclined to think that such a reorganization would expedite, or at least make more simple, the public acquisition of this property.

Respectfully, SAMUEL EHRLICH

CLERK DESPONDENT. TRIES TO TAKE LIFE

Charles Bond, a clerk, 30 years of age, who has been out of employment for several months, attempted suicide while in a fit of despondency last evening, slashing his throat from ear to ear with a penknife. The suicide attempt was made at the home of Gust Vandenberg, a cousin of Bond's, at 3040 Oakland avenue. He was removed to the emergency hospital, where attending physicians say he will live.

WANT FIGURES TO BENEFIT. WASHINGTON, D. C., July 24.—At the request of Secretary Redfield the Committee on Statistics and Standards of the Chamber of Commerce of the United States is now actively at work along the line of having statistics of direct benefit to business men and not simply matters of information.

Visit Yosemite Valley Now Special Saturday trips of 3 days arranged during July and August at low cost of \$10.00 includes round-trip rail and auto transportation and 12 days board and lodging at Camp Loeb Arrow. Make your reservations at once with Supply-Ledger Tours, 312 Market street, phone Butter 5775, San Francisco—Advertisement

ADVENTISTS GIVE MISSION FUNDS

1516 Additional Is Pledged for Support of Foreign Work.

RICHMOND, July 24.—Seventh-Day Adventists raised \$150 in cash and pledges for foreign mission work in China, India and the Philippines in their meeting on the camp ground here this afternoon. This, in addition to \$500 raised for Java and \$400 for the Pacific Union College, Los Angeles, and other Adventist educational institutions in this union conference, makes a total of \$1400 raised since the meetings began here ten days ago.

The money raised today will apply on a big fund of 20 cents a week per member, which the Adventists of America are endeavoring to raise. Some agreed this afternoon to give \$1 a week regularly for missions. All this money is in addition to the tithe, or tenth of the income, which is given regularly for the support of the ministry.

Pastor J. E. Fulton, president of the Australasian Union Conference, told of the wonderful reformation wrought in the lives of heathen natives who have embraced Christianity.

"Your money is not wasted," he said, "for it is being used judiciously and carefully for the sake of the native and the world as a whole."

More than 200 persons went forward at the revival service held in the big tent on the camp ground this morning. The service was held in the large tent to capacity. Pastor E. E. Andross, president of the Pacific Union Conference, urged that all accept Christ.

"Many of you have a twofold perception of Christ's excellence," he said. "You long for complete deliverance from sin. Jesus will give it to you if you will give him your heart's best affections. You long for complete deliverance from sin. Jesus will give it to you if you will give him your heart's best affections. You long for complete deliverance from sin. Jesus will give it to you if you will give him your heart's best affections."

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THE Latest News

New Coats

In rich seal plush, fur trimmed—

Priced \$25 to \$50

New Suits

Smart models in whipcord, broadcloth and serge—

Priced \$20 to \$50

New Dresses

Stunning new styles in taffeta and combination of serge and taffeta—

Priced \$7.50 to \$20

Let us show them to you.

We Specialize in Sizes for Large Women

Abrahamson's
THE HOME OF FASHION INC.

412

LAST WEEK OF The Tribune Travelogues

By ROBERSON—FAMOUS TRAVELOGUER AT THE

MACDONOUGH THEATER

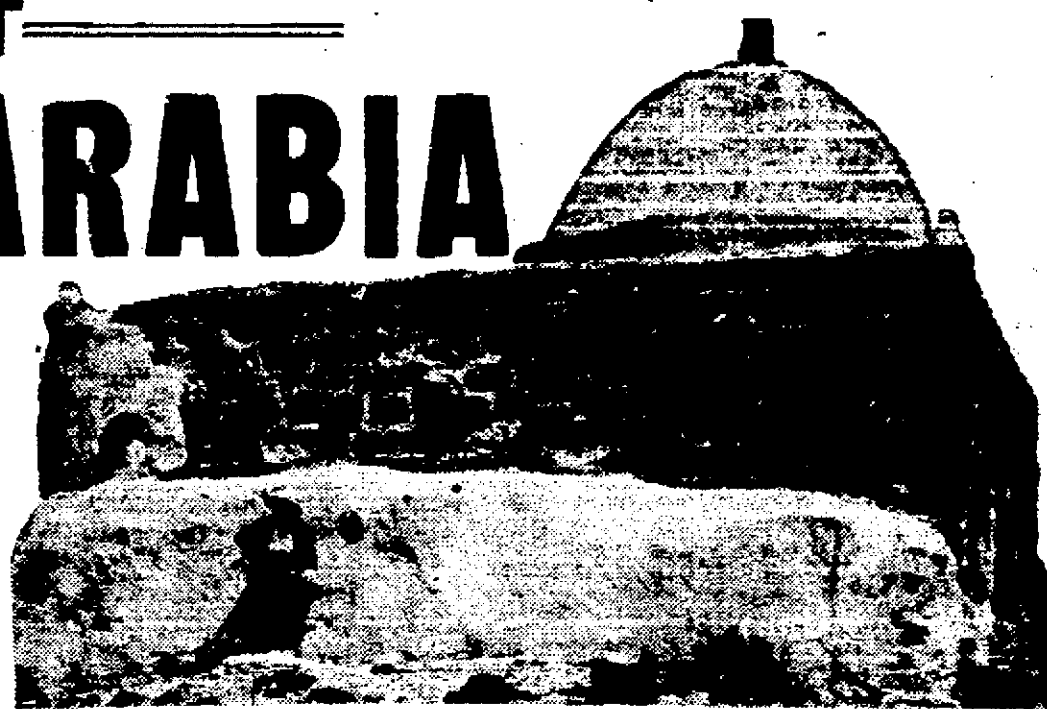
THIS AFTERNOON—NORWAY—"THE LAND OF THE MIDNIGHT SUN"

A travelogue of marvelous beauty—showing the spectacular scenery of Norway—the fjords, mountains, valleys, waterfalls, and pretty villages in some of the most beautiful colored views in Roberson's collection—INTERESTING MOTION PICTURES of the Northland, the sports and pastimes of the natives, ski jumping, toboggan racing, dancing, deer hunting and a journey by water to the land of the Laplander in the frozen north. A TRAVELOGUE THAT WILL DELIGHT YOU. Roberson says: "It is my favorite subject."

TONIGHT THROUGH ARABIA

FEATURED BY A MARVELOUS TRIP BY CARAVAN TO

ROCK CARVED **PETRA** Deserted for Centuries
A Strange Relic of Past Ages



ROBERSON BESIDE THE TOMB OF AARON IN ARABIA.

Centuries ago, Petra, the wonder city, was carved from the solid rock walls of a canyon. Centuries later it was deserted by the tribe that builded it. Today not a trace remains of the people but their work stands, a solemn, imposing reminder of an ancient culture. Temples, shrines and altars, all hewn from solid rock, give mute evidence of the strange religious rites and beliefs of the departed Petrans.

Petra today is held in religious awe and reverence by the semi-barbaric nomad tribes of the Arabian deserts. The first European explorer, a German, attempting to reach it, was stripped of his clothing, robbed of his food, and left to perish on the desert. Traveloguer Roberson was the eleventh white man to reach Petra and he did so at a cost of \$15,000 and several months' effort.

You'll see, in marvelous pictures, Petra—just as Roberson saw it—dust covered and silent. You will cross the wild Arabian desert with a caravan. This screen trip, combined with a tour of the Holy Land, is the most fascinating travelogue in Roberson's repertoire. Roberson says: "Petra, by all odds, is the best thing I have ever done."

Monday Evening WARSAW AND THE DARDANELLES

The two great centers of fighting in Eastern Europe.

LEARN WHAT MAY HAPPEN IF THE GERMANS TAKE WARSAW.

ADMISSION FOR ALL TRAVELOGUES

10c

with Tribune coupon for balcony.

25c

with Tribune coupon for reserved seat, 1st floor (400 seats)

Admission without coupon 50c

Box Office open at 1 p. m. Sunday.

COMING

TUESDAY EVENING—"JAPAN AND CHINA"

WEDNESDAY AFTERNOON—"THE GOLDEN WEST" (Featuring California)

WEDNESDAY EVENING—"BELGIUM & HOLLAND"

THURSDAY EVENING—"SCOTLAND"

Opening Tomorrow

For years we have been catering in Berkeley to particular gentlemen who appreciate high class tailoring.

Many of our oldest and best customers have persuaded us to open an Oakland establishment.

Commencing tomorrow we will be ready for new as well as old customers.

Moderate prices is our byword.

H. & D. M. Bronstein

1332 Broadway Oakland.

2114 SHATTUCK AVE. Berkeley.

Painless Parker

MAKES GOOD

12TH AND BROADWAY

MAYOR TO OPPOSE INSPECTION COST

Matter of Double Inspector System to Be Placed Before Council.

The question of whether it shall be the duty of the city to pay the cost of inspection of buildings at all times, or whether it shall be the duty of the owner to pay the cost of inspection, was the subject of a letter from Mayor James D. Lick to the Board of Public Works, dated July 22, 1915. The Mayor's letter was received by the Board of Public Works on July 23, 1915. The Mayor's letter was received by the Board of Public Works on July 23, 1915. The Mayor's letter was received by the Board of Public Works on July 23, 1915.

NO IDEAL IMPURE CITY FOR CIVIC PURITY FOLK

San Francisco Cleaner Than Redondo; Oakland, Average

Records are not so pure as San Francisco is as bad as any place else. Oakland is as bad as any place else. San Francisco is not as bad as some. And it is worse than some. The Mayor's letter was received by the Board of Public Works on July 23, 1915. The Mayor's letter was received by the Board of Public Works on July 23, 1915. The Mayor's letter was received by the Board of Public Works on July 23, 1915.

LEAVES \$100,000 ESTATE TO CHILD

Granddaughter of Late Henry A. Hedger Named Sole Heir in Will.

SAN FRANCISCO, July 24.—Addie Hedger, the five-year-old granddaughter of the late Henry A. Hedger, was named sole heir in his will. The will was probated in the Superior Court today. The will was probated in the Superior Court today. The will was probated in the Superior Court today.

NIGHT COURSES LARGER, HIS IDEA

Professor Shane Sees Value in Vocational Training of Young.

Professor Shane, of the Technical High School, has a plan for making the night school larger. The plan is to make the night school larger. The plan is to make the night school larger. The plan is to make the night school larger.

THREE HURT IN PITCHFORK WAR

Irrigation Water Feud Leads to Desperate Ranch Battle.

Three men were hurt in a battle over irrigation water. The battle was fought over irrigation water. The battle was fought over irrigation water. The battle was fought over irrigation water.

SALES DATES FIXED BY SOUTHERN PACIFIC

Additional sales dates, desired by the Southern Pacific, have been fixed.

The Southern Pacific has fixed additional sales dates. The Southern Pacific has fixed additional sales dates. The Southern Pacific has fixed additional sales dates.

UNABATING ABATEMENT

This was the gist of his speech, followed by a long and earnest appeal.

The Mayor's speech was followed by a long and earnest appeal. The Mayor's speech was followed by a long and earnest appeal. The Mayor's speech was followed by a long and earnest appeal.

WEALTH STILL LOST

NEVADA CITY, July 24.—Some of the wealth of Nevada City has been lost.

Some of the wealth of Nevada City has been lost. Some of the wealth of Nevada City has been lost. Some of the wealth of Nevada City has been lost.

CHARMING FALL SUITS

Beautiful suits with all the "differences" fashion whims, and individual touches.

Beautiful suits with all the "differences" fashion whims, and individual touches. Beautiful suits with all the "differences" fashion whims, and individual touches.

FALL TAFFETA FROCKS

Beautiful and ultra smart frocks for Fall and Winter and so inexpensively priced.

Beautiful and ultra smart frocks for Fall and Winter and so inexpensively priced. Beautiful and ultra smart frocks for Fall and Winter and so inexpensively priced.

EDITORIAL

CAPWELL'S are preparing for a great Fall business.

CAPWELL'S are preparing for a great Fall business. CAPWELL'S are preparing for a great Fall business.

WE ARE VERY OPTIMISTIC

over business conditions. Now—less than ever—is pessimism allowed to cross the threshold of this store.

over business conditions. Now—less than ever—is pessimism allowed to cross the threshold of this store. over business conditions. Now—less than ever—is pessimism allowed to cross the threshold of this store.

SETTING QUAIL'S EGGS UNDER A HEN LEG?

SAN BERNARDINO, July 24.—Help! County Clerk L. R. Petty wants some help.

County Clerk L. R. Petty wants some help. County Clerk L. R. Petty wants some help. County Clerk L. R. Petty wants some help.

RABBIT HUNTING LEGAL ONE WEEK IN AUGUST?

SAN BERNARDINO, July 24.—Is it lawful to shoot rabbits of the cottontail and brush variety between August 1 and August 7?

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Start the Children to School Looking Spic-and-Span

The greatest satisfaction will come to parents who outfit the youngsters for school this week at CAPWELL'S.

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July Sale of Used Sewing Machines

Look over this list of bargains and visit our Sewing Machine Department on the Third Floor.

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Art Needlework

We are bringing out a big stock of Art Needlework in pleasant driblets—one or two countersful at a time, offering every conceivable sort of pretty embroidered and stamped fancy linen centerpieces, scarfs, pillow cases, table covers and the like, as well as stamped Nightgowns and Baby Dresses—all at little prices.

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STAMPED TOWELS

In guest or regular sizes on buck and bath towelings stamped in several new and dainty designs—25c to \$1.25.

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H. C. CAPWELL CO. H. C. CAPWELL CO.

Tomorrow—July Clearance Extraordinary

Deeper Price Cuts on Women's Lace Oxfords

Regular \$5 and \$6 Values

Fine lace Oxfords that are very dressy in appearance. Of highest grade patent kid and gun metal leather Cuban heels. Women who wear low shoes will find in this sale a bargain that can be truthfully called "wonderful." All sizes, but come early, as all sizes cannot hold out long at this price.

\$2.65

H.C. Capwell Co.

H. C. CAPWELL CO. H. C. CAPWELL CO.

Advance Showing Fall Silks Dress Goods and Wash Goods

An early showing of these fabrics that is remarkable in many respects. Included are many new silks on which the designers have been laboring for many months. Dress Goods that strike the keynote of fashion, quite the largest display of Fall fabrics that we have ever shown in August.

New Silks

Beautiful shimmering Taffetas hold sway among the Silks and for those who wish to get their dressmaking done early we have a splendid assortment. There are chiffon taffetas in solid colors and new changeable effects and novelty taffetas in awning stripes—all very lovely and very new. Width 36 inches. Price \$1.50

Dress Goods

Here are the new mannish suitings in tartan checks, the dark mixtures to be so popular, the always favored homespun, hair line stripes, coverlets, cravenette tweed coatings and checks. Widths 40 to 54 inches—\$1.00 to \$2.50 yard.

Wash Fabrics

Among the new are seed Voiles with tinted backgrounds and new floral designs, novelty chiffon voiles and semi-silk novelties in the fashionable awning stripes and other new effects. The prettiest wash materials that we have shown in many years—25c to 50c yd. Price, yard .25c to 50c yd.

H. C. CAPWELL CO. H. C. CAPWELL CO.

Educational Toys

in our all the year around Toy Department.

School Necessities

Travelight Lunch Boxes—Just the thing for the little ones just starting to school for the first time. Strongly made with edges bound all around and cloth lined. Come in four sizes at 25c, 30c, 35c, 40c and 50c.

Large Lunch Boxes—Made of high-grade matting and lined with cloth. Strong leather handles—40c and 50c.

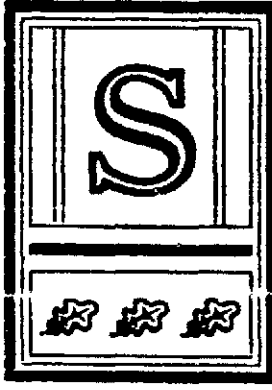
School Cases—Best quality Japanese matting, with leather corners, riveted hinges, spring straps and lock. Here in five sizes—75c to \$1.75.

Matting School Cases—Made of fine matting. Has heavy handle and reinforced edges. Size 14 inches—75c.

Leather School Cases—Made from a fine stock, with heavy corners and lined inside. Here in five sizes—\$2.50 to \$3.75.

Book Straps—In web and leather. Will hold the books open or twice—15c to 25c. (Third Floor)

McClatchy's Plan TO RECLAIM Delta Rivals Nile



SAN FRANCISCO, July 23.—V. S. McClatchy of Sacramento is doing, or is trying to do, a big thing in a big way. Other men innumerable have tackled the same job before him in a small way and have failed more or less disastrously. If McClatchy can pull it through it should be the greatest thing done for California since C. P. Huntington and his associates—all Sacramento men by the way—built the Central Pacific.

In brief McClatchy is the author and proponent of a magnificent scheme to reclaim the whole delta region of the Sacramento and San Joaquin rivers at one operation to cost anywhere from \$30,000,000 to \$45,000,000 as the plan may strike the fancy of the engineers.

Hitherto the scheme of flood control in the delta region has been undertaken piece-meal and very much at haphazard. By consequence the scattered and disjointed reclamation districts were engaged in the business of cutting their neighbors' throats at their levees, which came to the same thing or thereabouts. In a word, there was no plan to take care of the flood waters as a whole and the result was a condition resembling civil war among the districts. Now the act of the legislature propounded and promoted by McClatchy consolidates all these very numerous districts in one, comprising 1,700,000 acres governed by the state reclamation board of seven members with McClatchy as chairman.

Obviously a comprehensive plan such as here outlined is the only way to handle this big problem successfully, but hitherto conflicting interests have always stood in the way and these interests have by no means quit. They are in fact already fighting the McClatchy plan tooth and nail.

The big reclamation district comprises parts of fourteen counties in the center of the great interior valley more or less subject to overflow in wet seasons. Besides the floods other oceans of talk have been precipitated on this fertile but rebellious region and there for the most part effort has stopped so far as it was concerned with the initiation of a comprehensive plan to deal with the whole trouble as a unit. Year after year solemn parliamentary bodies met and passed sets of resolutions and listened to expert reports heavy enough to macadamize the Sacramento valley. I remember the late W. S. Greene of Colusa getting up in a state convention to object to the waste of time in the compilation of additional engineering reports on the subject. Even at that time they had enough of that stuff in stock to choke a dog and then he did not think much of the engineers anyway. He wanted something done.

But nothing was done then nor for many years afterward, until the legislature of 1913 created the Sacramento-San Joaquin drainage district to be administered by a board of seven members invested with autocratic powers to assess land owners and provide the means of flood control for the whole district. Obviously the solution of the problem lies in the creation of new or wider channels to take care of floods to which the system of levees would be altogether supplementary. Something in the way of opening the neck of the bottle has been done already by widening the lower reaches of the Sacramento river.

Now the state reclamation board is threatened with another sort of flood—this time of lawsuits. The board is described as an unconstitutional body, subversive of the liberty of the American citizen and a sinner otherwise in variety. It is the customary legal bog through which all our institutions must wade as an episode of social and political infancy. McClatchy is held up to public scorn as a tyrant grinding the faces of the farmers and the courts are besought to down the oppressor who is posing as a public benefactor. It is a lovely quarrel.

Litigation assails the state board in divers forms. For instance, a big bunch of farmers in San Joaquin County claim that their lands are already safely reclaimed and they want no help from anybody nor are they willing to pay for the protection of other men's lands. They say indeed that the purpose of the law is to benefit the Sacramento Valley and they add that the danger of overflow from the San Joaquin river is inconsiderable.

Again there is the wrangle over the location of the by-pass through the Sutter basin on which the legislature was called upon to arbitrate. One faction wants the by-pass run through the middle of the basin and the other would have it located on the eastern rim of the basin. The Sutter County board of supervisors want the channel located in the center and lowest part of the basin and they say that the eastern rim project was designed to favor certain land owners at the expense of others. This, after all, is only a question of detail, but it serves to illustrate some of the difficulties that must arise from time to time in the prosecution of a project of such far-reaching scope.

The Club's Hunch

It is the experience of the Commonwealth Club of this city that it takes about six years to put over a piece of useful legislation where no politics is in-

involved. It is no doubt a public misfortune that our legislatures are so largely constituted of rough-necks and hill billies who regard with suspicion or even a positive dislike any legislation propounded by a high-brow organization like the Commonwealth Club. The distrust of experts is the great American misfortune.

So much may be said by way of preamble for a story that turns on the recently successful campaign of the Commonwealth Club for legislation designed to minimize the law's delay. Six years ago the club began to agitate for the enactment of this legislation which the whole world agreed was so badly needed. The single exception to this rule appears to have been the legislature of California, which met the club's proposals either with active hostility or cold neglect. It is quite possible that the measure might have been enacted at once had the children of light—meaning the Commonwealth Club—had the gumption to tack on the bill a provision creating two or three soft jobs for the faithful.

But the probation period having elapsed the new laws will go into effect in August quietly and without war headlines in the newspapers and accordingly it has occurred to Justice Shaw of the state supreme court that in the absence of headlines certain members of the bar might need a punch or a hunch to wake them up to the fact that something like a revolution in the practice of the appellate courts had been worked by the new laws in this regard. There are hill billies at the bar as well as in the legislature and Justice Shaw being a humane and considerate man did not want to see these dwellers in the tall grass foreclosed of their rights of appeal because they did not see it in the headlines. Therefore Justice Shaw addressed a polite request to the secretary of the Commonwealth Club asking that body to send out a circular letter to all members of the bar in California explaining the scope, purpose and effect of the new laws—eleven of them—for the benefit and relief of those barristers who get their professional knowledge from the headlines and practice law by ear.

Now the Commonwealth Club, always foremost in works of charity and humanity, has got out a circular in accordance with Justice Shaw's suggestion addressed to all members of the bar in California explaining in words of one syllable the scope of the new laws. In addition to its other multifarious functions the club is now conducting a correspondence school in law.

The mission of mercy thus undertaken by the club is quite unlike and more congenial than that which the supervisors at one time wished onto it. It was in the depth of winter when the unemployed were making loud and unruly noises and nobody wanted the job of taking care of them. But of course the Commonwealth Club, mindful of its duty, had propounded various plans for treatment of the problem and so the city fathers passed up the whole job to the club if the citizens would vote an appropriation for relief of the jobless. The club did not like it a little bit, having no administrative machinery for such purposes, but having butted in with advice could not very well back down. But the difficulty was solved when the citizens voted down the appropriation. Next time the club will be careful.

Geography of Morals

The policy of the police commission like the way of a serpent on a rock is past understanding unless we find the key in the French philosopher's aphorism that morality is wholly a question of geography. At a recent session of the commission a ukase was delivered which forbids women to smoke in any of the cafes on Fillmore street. Just why my Lady Nicotine was forbidden to enter this close guarded zone while she has full liberty in other parts of town was not explained. Dining in a fashionable restaurant down town the other day I saw numbers of women smoking, or pretending to smoke, all over the place. It may be that to an old and hardened smoker this feminine invasion of "man's sphere" may have looked like a pose, but at least they were going through the motions. It may be observed, however, that none of them inhaled the cigarette smoke and this omission prompted the suspicion that they were just playing at smoking because it looked real devilish. But all this may not serve to explain the geography of morals as laid down by the police commission.

Just why Fillmore street was selected as the object of this discrimination is not clear. The moral character of the forbidden zone is no worse than that of half a dozen other localities that might be named. But indeed the same bewildering confusion attends the policy of the commission in other matters and we find that dancing may be lawful on one street while it is a crime on others.

Walter Pulitzer's Plan

I met Walter Pulitzer, who is here to put the finishing touches to the memoirs of his father, the late Albert Pulitzer, who was the founder of the New York Journal, and a noted figure in the social and political life of the last century. Mr. Pulitzer is enthusiastic about the exposition and he believes it would be an artistic sin of the first magnitude to suffer its main features to go out of existence at the close of its term. He was inclined to speak rather slightly of our hitherto special pride, the Golden Gate park.

"Why," he said, "the Golden Gate park is a very fine park, but you can find a dozen parks just as good in other American cities. What I mean is that your park offers no special attraction to draw visitors from the East or abroad, but the fair grounds are unique in architecture and picturesque setting and location. They rival Venice in color, form and scenic environment. It would be a crime to pull

down the show and let it die after the brief span of a twelvemonth or so."

It was suggested that nothing stood in the way but the question of money.

"I believe," continued Mr. Pulitzer, "that the wealthy men of San Francisco should get together and finance the plan to create a public park in perpetuity on the fair grounds, preserving the best of the buildings and the statuary."

It is a big idea well worth considering, but who will find the money?

Another Kind of Police

We are threatened with one more kind of police. We have already some seventeen different kinds of inspectors in operation and after August 7 we shall have one more if the new law in the standardization of fruits is to be given the effect intended. I don't know how the farmers and fruit growers will like it, but the law and its operation should be welcome in San Francisco and Oakland, where it has been the practice to dump inferior grades of fruit on our markets, while the best was sent East. This town has long been the market for sour grapes and dubious peaches and it is the fact that you could buy a much better grade of fruit in Sacramento, for instance, than you could here. Under the new law, inferior grades of fruit will be classed as "seconds" and must be sold as such. The statute is intended likewise to repeal that law of gravity which has hitherto brought the big strawberries to the top of the basket, but the big potatoes may continue to gravitate upward to the top of the sack, being a law unto themselves.

Presumably the county horticultural commissioners will be charged with the duty of enforcing the law and if the thing is to be done properly it will require a considerable force of inspectors to police shipments. This means a very considerable addition to the appropriation for that office but if this is not done the law will be a dead letter.

Talk of a Shake-up

Rumors are renewed of a forthcoming big shake-up in the California Wine Association. The passing of dividends for the current year and the big salary list of the consolidated companies promote what it is the fashion to describe as a feeling of "unrest" among the stockholders. The association is a very loosely organized body and its constituent firms and corporations all continue to maintain their separate existence and executive staffs. One result of this scattering organization is an annual salary list for department heads of \$187,800. The total expenses of the association and its subsidiaries for the year 1914 were \$2,022,928.33. Notwithstanding this heavy expense account the association earned a surplus sufficient to pay a dividend had the directors seen fit. Just why this policy was followed has never been very clearly explained, although something was said about the necessity of conserving resources in view of the heavy increase of the excise tax on the brandy used for the fortification of sweet wines. In fact, the addition of 55 cents a gallon to the tax on brandy used for this purpose must come very near killing this branch of the wine industry.

The cost of marketing the wines of the corporation is a very large item in the annual expense account of the association. There are eight separate organizations in the association and each one of these maintains its own selling and commission agency. The total cost for salaries of salesmen and their commissions was \$436,696.45 for the year 1914. Every one of the eight district organizations maintained its own marketing staff.

Notwithstanding its heavy expense account the wine association is a highly solvent concern. The annual report of President B. R. Kittredge says: "The total floating assets of the company and its subsidiaries in stocks of wine, accounts receivable and cash exceed the total of all liabilities, including the bonded debt, by approximately \$2,000,000. * * * The profits shown for 1914 amount to \$532,056.47."

The Worm Turns

The worm has turned. Those judgment creditors of the city whom the supervisors supposed they had so neatly bunked by appropriating the last dollar of the municipal surplus just before the close of the fiscal year have filed demands on the treasury for the sums due. They insist that the surplus shall not be paid as officially appropriated, but shall be applied on the payment of judgments against the city obtained by the claimants. They call attention of the city auditor to the fact that the charter says "no money shall be appropriated except by annual budget."

These judgments were obtained for taxes paid under protest of the emergency levies in excess of the dollar limit since the fire, and as most people paid the full amount without protest, the supervisors thought a little sharp practice was justified.

It is the fact that the charter provisions in relation to the application of surplus funds have been constantly violated, and, in fact, the practice has been to plan and scheme for a surplus at the end of the year so that money will be available at that time to finance the pet projects of supervisors without being called to the public attention through the budget.

For instance, in the fiscal year 1913-14 there was a credit balance of \$44,000 in the appropriation for the department of elections and this was reappropriated by the supervisors before it could revert to the surplus fund and become applicable to the reduction of taxes.

Now the charter specifically forbids this practice, but the abuse has continued year after year until now it is not impossible that the suit brought by the city's judgment creditors may result in stopping the

Creditors' Suit May PUT STOP TO Evasion of Charter

game. The charter enumerates three specific purposes for which a surplus may be used. These are the payment of judgments, the liquidation of funded debt or the reduction of taxation for the ensuing year. All these purposes have been consistently disregarded.

The Uses of Fly Paper

An example of glaring extravagance in a minor field of municipal finance is found in the reconstruction of the superintendent's residence at the isolation hospital. The building was partly destroyed by fire two weeks after it was finished and the blaze started under the hearth where an iron plate had been laid in contact with a wooden floor, in violation of the building ordinance. Then the red tape began to wind. The city architect reported that it would cost \$2178 at a liberal estimate to repair the building. The Building Repair Bureau, reporting on the same job, estimated that it would cost \$2800. The supervisors appropriate \$2800 and the Building Repair Bureau did the work. It cost \$2805.43. An outside contractor put in a bid of \$175 for building a fireplace and chimney. It cost the Repair Bureau \$295.68. The architects estimated the cost of wood-work at \$865. It cost the bureau \$1207.42. After the job was finished it was found that none of the doors would fit their frames, many of them would not close at all; the windows would not stay closed unless they were locked, and they could be locked only with great difficulty. Numerous holes in the plaster made by careless workmen were covered and partly hidden by sticky flypaper. The superintendent of the hospital, explaining the diligence of the employees, said:

"They came to work when it suited them and quit when they pleased."

Some High Finance

The Sierra and San Francisco Power Company is a subsidiary of the United Railroads, which finds its chief reason for existence in the contract for supplying the power that operates the street railway system of this city. The president of the power company was until recently George W. Bacon, of the New York engineering firm of Ford, Bacon & Davis. Charles N. Black, general manager of the United Railroads, was vice-president of the power company and he likewise is a member of the Ford, Bacon & Davis firm, which does the engineering work for the company. Holders of the junior bonds of the company whose interest has been paid in scrip came to the conclusion that the concern was being run chiefly for the emolument of the engineers and they started an investigation. In explanation of this complication of interests General Manager Black some time ago gave out the following statement:

"George W. Bacon, who is the president of the Sierra and San Francisco Power Company, is my partner. We have been associated as partners since June 30, 1912, in the firm of Ford, Bacon & Davis. I desire to say in reference to the salary of \$36,000 a year received by Mr. Bacon as president of the Sierra and San Francisco Power Company, that I personally know that not one dollar of that salary has been divided with any human being save with the members of my firm. On the contrary, I do know that Mr. Bacon's salary has been regularly paid in to our engineering firm as part of the receipts of our business."

In view of the triple position occupied by Black as vice-president of the power company, as an engineer in its employ and as general manager of its chief customer, and the dual position held by President Bacon as an engineer doing the company's work, the bondholders threatened to bring this phase of high finance to the attention of the State Railroad Commission. They very quickly got results in the shape of resignations from President Davis and Vice-President Black, while at the same time they were given representation on the board of directors of the power company.

Sugar Is King

Sugar is King in California today. The Hawaiian plantations whose stock is mostly held here are paying extra dividends and breaking records. The big Hawaiian Commercial, in addition to the regular monthly rate of 25 cents a share, the other day announced an extra dividend of 50 cents a share, which means a total distribution of \$300,000 for a single month. It is expected that the total distribution of dividends by this company for the year will amount to \$1,600,000. Other big concerns like the Hutchinson, Onomea and Paauhau have likewise increased their dividend payments. Altogether there are thirteen dividend payers in the Hawaiian group.

The beet sugar factories of California share in the prosperity due to the war and the consequent high prices of their product. They are making hay while the sun shines, knowing that in a short time the winter of their discontent will shut down when this duty on sugar is taken off. The Union Beet Sugar Company will begin the campaign on August 1, expecting to harvest 100,000 tons of beets, and the Alameda Sugar Company is preparing to handle some 60,000 tons. The factory at Alvarado will begin operations in September and expects an output of 7500 tons of sugar. This mill is the pioneer of the sugar industry.

What the Fair Did

The Exposition has done one thing for San Francisco at least. While nearly every other large city in America has shown a decline in postoffice receipts for the fiscal year ended on June 30, San Francisco shows an increase of \$158,348, being a gain of 5 per cent over the previous year. The Exposition does it, as appears from the June receipts, showing a gain of 11 per cent. The total for the year was \$3,343,326.

THE KNAVE.

DON LEE TAKES OVER LOCAL AGENCY

Assumes Control in Northern California; Future Policy of Car Important.

Don Lee has secured the Oakland agency for Northern California, and was the first to receive the Cadillac distributor for California. The Cadillac distributor for California has been in the east for the past two months and motor circles have been waiting for a word from the new agency.

The Oakland branch, in San Francisco will be closed up and the new 1916 models will be formally introduced by the new agent. The first of the four-cylinder models have arrived and the sensational new six will be here within the next ten days.

The circumstances surrounding the securing of the Oakland agency by Don Lee will prove of interest to all followers of the motor car and the wonderful development of the industry.

Lee went direct to the Oakland factory. He went into the manufacturing methods to the smallest detail. The material used was investigated and the cars were given severe tests. After satisfying himself as to the quality of the new models that are being placed on the market by the Oakland concern Lee went into conference with President C. W. Nash and other officials of the General Motors Company. This company controls the Oakland in addition to the Cadillac and other large companies and the future policy of the Oakland was one of importance.

These conferences brought out the important fact that the General Motors company has decided to concentrate all its tremendous resources on the Oakland line with the one idea of dominating the light car field. The directors realize that to do this a car of quality must be offered at a price that will appeal to a majority of the buyers. This is the aim and in the opinion of Don Lee no line gave as much immediate promise as the Oakland.

Manager P. T. Prather of the San Francisco branch and R. E. Roberts, assistant sales manager of the Oakland Motor Company, have been busy during the past few days closing the details of the local end of the business. The Don Lee organization officially takes over the agency August 1, but the sales end will pass into Lee's hands almost immediately. Cars will be on display at the Don Lee sales room this week.

The first car to be received by Lee will arrive in about ten days. It will contain six and four-cylinder models. The new four is an improvement over last year's model but is offered at a much lower price. It is a large, roomy, five-passenger touring car with a world of power. The sports model is such a coach that the car rides easy over the roughest roads.

Fifty of these cars have been ordered shipped immediately to San Francisco. Demonstrators will be sent as quickly as possible to Oakland, Sacramento and Fresno.

INDIAN ATHLETE BUYS A HUDSON

Modern Motor Car Replaces Racing Cayuse; Coming to Exposition.

Parsons Motanic, famous Umatilla Indian athlete, runner, wrestler, farmer and church member, has picked the Hudson Six to take the place of his racing cayuse, the fastest on the Umatilla Indian reservation, his home, near Pendleton, Oregon, according to information recently received by Charles H. Burman, manager of the H. O. Harrison Company, local Hudson distributors.

"Western trails and roads demand something staunch and serviceable in the way of transportation," says Mr. Burman. "The motor car that takes the place of the cayuse and sure-footed cayuse must be of more than ordinary make-up. The selection of the Hudson Six by this Umatilla Indian leader is notable not only because of the car he selected, but also because of his own picturesque personality and history.

"In his younger days Motanic was never defeated in a foot race and to this day he maintains that he holds the world's record for the 100-yard dash. His strength is so great yet that there is something wonderful about it. As a wrestler he has never known defeat in the Indian style of wrestling.

"His purchase of a Hudson Six places him on the same transportation footing as his white neighbors and, like them, he is planning to drive to the Panama-Pacific fair in his car."

SAY ASPHALT OILS ARE BEST LUBRICANT

Lieutenant G. S. Brian of the Naval engineering experiment station, Annapolis, Maryland, in a paper published in the Journal of the American Society of Naval Engineers for February, 1915, says:

"Oils made from asphalt-base crudes have shown themselves to be much better adapted to motor cylinders, as far as their carbon-forming properties are concerned, than are the paraffin-base Pennsylvanian oils. The carbon formed from the asphalt-base oils is of a soft, friable, and clinging to the metal surfaces, while that from the former is so soft that it is deposited on. This would be expected from a consideration of the nature of the hydrocarbons composing the oil, and it has also been demonstrated in practice.

"The expectation here is that the asphalt-base oils are generally composed of the paraffin series of hydrocarbons, while the asphalt base oils are composed mainly of the aromatic and napthenic series. One of the characteristics of the latter two series as compared with the paraffin series is their tendency to 'dirt' without decomposition. Consequently, no gum will be formed on the cylinder walls, and the carbon there, instead of being mostly gum, is of the asphaltic type.

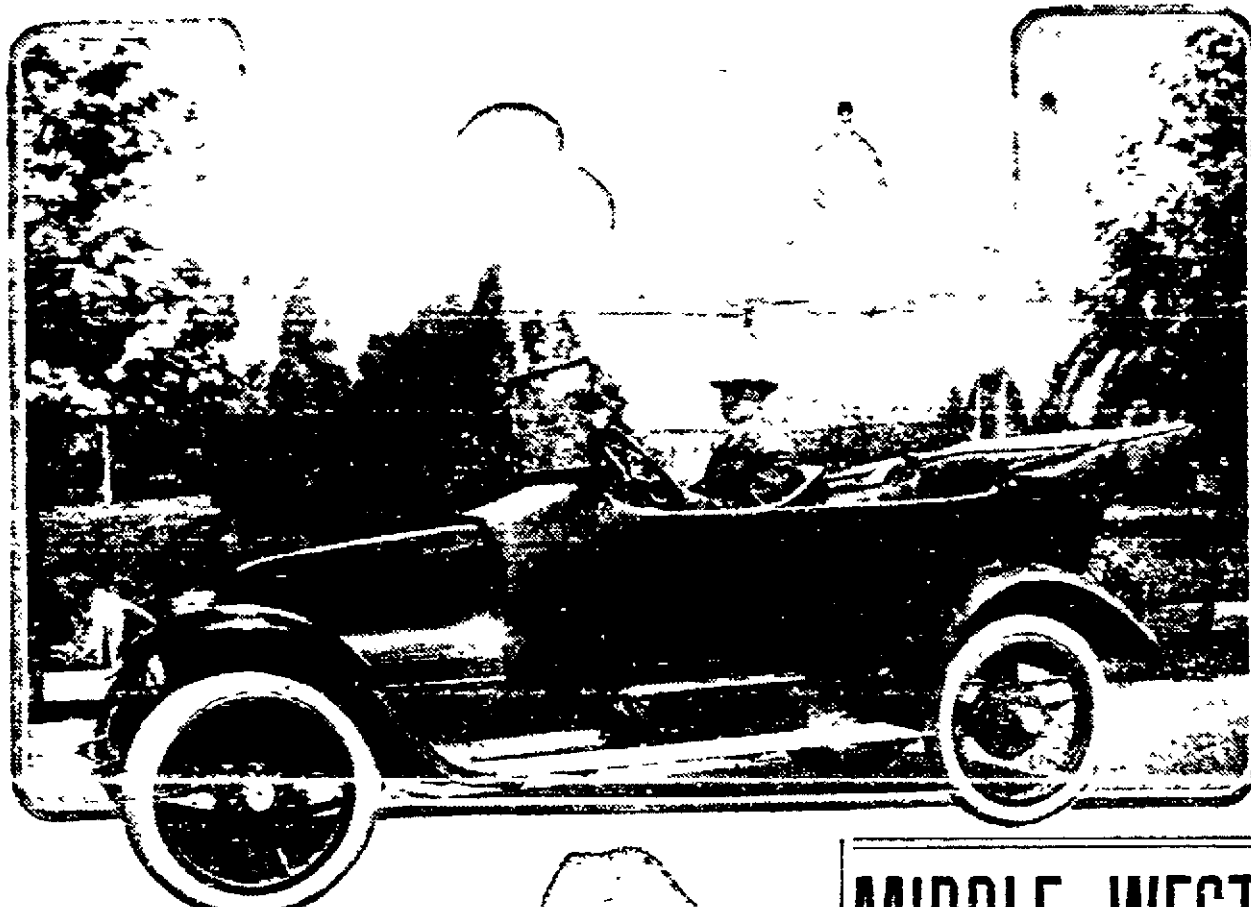
CADILLAC SHIP 11,895 "8'S" IN SIX MONTHS.

During the first half of 1915 the Cadillac Motor Car company manufactured and shipped a total of 11,895 eight-cylinder cars. This is the biggest production for a period of six months in the history of the well-known concern.

The first "Eight" was shipped from the factory in October, 1914.

New Franklin Models Are Here

THE FIRST OF THE NEW FRANKLINS TO ARRIVE, KNOWN AS SERIES 8. WILLIAM DANDY AT THE WHEEL.



NO. CAL. LEADS SOUTHERN IN NEW AUTOS

June Registrations Show Increase Over South by Good Margin.

Northern California for the last several months has assumed the lead in volume of automobiles being bought. For the past three or four years Southern California laid claim to being the leaders in the purchase of new cars. Detailed figures which the Tribune has just received from the Motor Vehicle Registration office at Sacramento of which H. A. French is superintendent, show for the month of June the daily registrations at both the Sacramento and Los Angeles offices of this board.

Date	Sacramento (main office)	Los Angeles (branch office)
June 1	119	35
June 2	79	42
June 3	63	41
June 4	29	34
June 5	29	24
June 6	43	37
June 7	53	37
June 8	79	40
June 9	48	37
June 10	97	33
June 11	48	40
June 12	79	39
June 13	85	37
June 14	80	38
June 15	41	41
June 16	42	37
June 17	49	42
June 18	49	42
June 19	68	38
June 20	85	39
June 21	68	33
June 22	41	42
June 23	41	42
June 24	34	34
June 25	34	34
June 26	17	38
June 27	36	32
June 28	29	34
June 29	29	63
June 30	29	63
Total	1,413	1,194

New machines registered as substitutes:
Sacramento 388
Los Angeles 409
Total registrations 797
Sacramento, gross 1,801
Los Angeles, gross 1,603
Grand total 3,404

SEAT SALE STARTS FOR FIRST DETROIT RACES

Seats were placed on sale during the past week for the Labor Day races at the new Detroit Motor Speedway now under construction at Wyandotte, Mich. It is understood that a large block of seats have been reserved by two manufacturers, who will have as guests many of their dealers. Negotiations are pending with other motor car companies for blocks of seats.



D. S. JONES, a member of the local Chalmers sales force.

TIOGA PASS OPENING TO FEATURE CHALMERS

To the Chalmers car has come added distinction. W. Gillette Scott, Western representative of the National Highways Association, and president of the Inyo Good Roads Association, has selected the Chalmers as the official car from which to receive the Congressional party and invited guests who will participate in the ceremonies next week when the Tioga Pass Highway is officially declared open. This pass will form an all-season inlet to California via El Camino Sierra from Ely, Tonopah and Goldfield, Nevada, entering California at about the center of its eastern boundary and leading westward through the Yosemite National Park.

In the Chalmers car, which has been loaned through the courtesy of L. H. Rose, head of the L. H. Rose-Chalmers Company, the Northern California Chalmers distributors, as the special guest of Scott and the Inyo Good Roads Association, will be Frank B. Willis, assistant sales manager for the Chalmers Motor Company, who has been studying automobile trade conditions in the South and who made a special trip to San Francisco in order to join the party and participate in the ceremonies attendant upon the official opening of the Tioga Pass Highway.

At Lone Pine, near Owens lake, the headwaters of the water supply conveyed by aqueduct to Los Angeles, Scott and his guests will meet the Congressional delegation who have been in California studying our national parks. From there

MIDDLE WEST ROADS NOW BETTER

Heavy Rains Have Ceased; Highways Are Being Repaired.

WASHINGTON, D. C., July 21.—Automobile tourists who have planned their transcontinental tour to start any time between now and August 1st will be cheered by the information that the rains west of the Mississippi and Missouri rivers have ceased, causing little or no further reports indicating a dry spell from now on.

Rains put the roads in very bad condition, but the very many well organized road and route associations all through these sections started vigorously at work re-dragging all the roads. This saturation by rain meant that after dragging the roads will be in the very best of condition as it is this action promptly taken after rain periods gives the dragged road that excellent surface so generally commented upon by those who have had the experiences of touring over them.

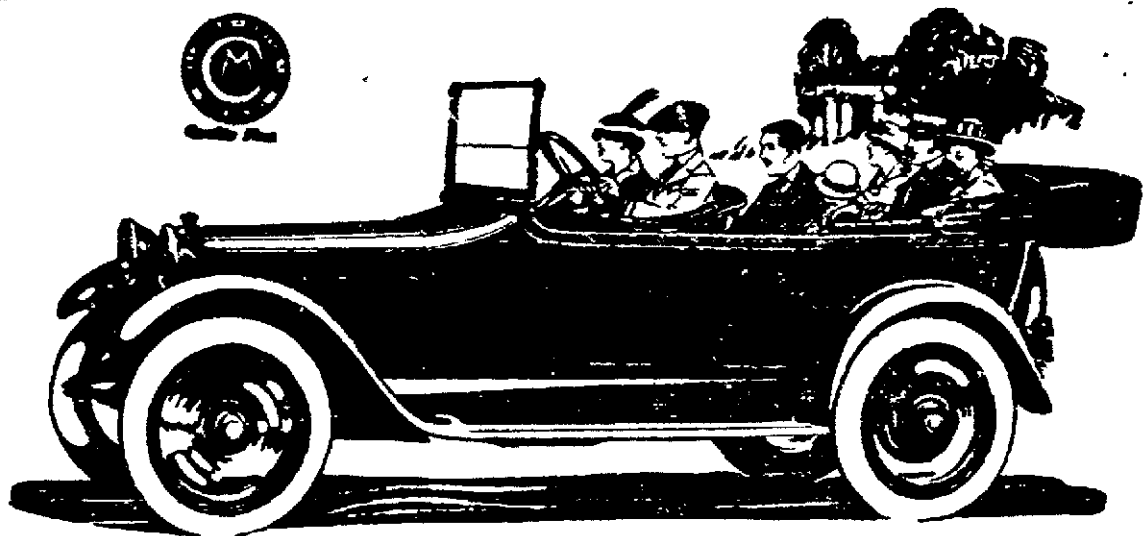
There have been many estimates as to the number of cars that would make transcontinental trips and only those who have been over optimistic might complain. Reports from various points on the routes leading through the southern section of the extreme west show that many cars have been through and those who used judgment in their early estimates state they have no cause for disappointment in the number of automobile tourists.

The north and central routes are now coming into their share and will probably be the favored ones to carry the burden of traffic during the next three months. Practically all of these routes have had an immense amount of work done on them during the spring and early summer in full anticipation of travel and no cause for complaint will probably be entered against them.

Those planning to make the transcontinental trip by any of the routes can receive full information concerning them by writing to the Touring Bureau of the American Automobile Association at its National headquarters, the Riggs Building, Washington, D. C.

The entire party will proceed northward to Mono Lake, where the Tioga trail begins and where the ceremonies will take place. The Chalmers car will achieve the distinction of being the first car to traverse the Tioga trail, which is predicted will become one of the most popular thoroughfares in America owing to the beautiful scenery through which it passes and the absence of any difficult grades or curves throughout its length of more than thirty-five miles.

CAMPAIGN TO IMPROVE OLD TRAIL. A campaign has been started by the business men of Dayton, O., for the improvement of what is known as the Old Trails road.



Is This Car Too Good to Sell for \$1550

F. O. B. DETROIT

THIS is a strange story but a true one. Last winter we were approached by representatives of foreign governments with reference to purchasing the Chalmers Six-48 chassis for ambulance use abroad.

Knowing that we could not build all the motors in our own shops and take care of our regular production in addition, we went to one of the largest builders of motors in this country and asked them for a bid on these motors.

In submitting the bid their representatives said, "We want it distinctly understood that this is not for the same quality of motor because we do not work to such close standards or limits as you do."

Quality Not Only a Slogan

This gentleman went on to say: "The motor you delivered to us to bid on surprises us. It is good enough to go into any \$4000 or \$5000 car."

"It is the finest motor in material and workmanship we have ever seen."

"We are frank to say that we have never turned out a better motor, even for higher-priced cars, and we know of no company in your price class that is turning out a motor with such high-class workmanship."

"The wonder to us is that you can sell the car at your price (then \$1725 and now only \$1550 for exactly the same car) and spend so much money on making it."

Quality a Business Principle

Understand this concern is a thoroughly reliable concern and builds good motors.

They upheld their own workmanship and material against any other motor-builder—us included.

But they were honest and stated to us at once that our standards were higher than they thought necessary.

Without the slightest reflection on these friends; we tell this exactly true story to illustrate what we have always contended, and that is that "Chalmers Quality is not only an Advertising Slogan; it is a Business Principle."

We believe that it will pay to keep it up.

We Sell All Who See

And that is also probably the reason why we can proudly boast that we have never failed to sell a prospective purchaser who went through the Chalmers factory and saw our cars made.

Examining the surface of a motor car or even the chassis means little, even to the expert.

But when he goes through the factory and watches the processes of making, even the layman can see the difference which this motor manufacturer referred to.

Ask yourself, prospective buyer, if these are not considerations worthy to be carefully weighed in buying your car?

Why Not Beauty Too?

Then the Chalmers Motor Car has as distinct a reputation for "Beauty First" as if it had not surpassed all others in "Quality First."

No car at any price has more beautiful lines or finish. Its molded oval fenders are the most beautiful on any car and the only ones like them.

There is nothing more beautiful, Madam, than a Chalmers in dark blue body with red wheels and its distinctive body lines and molded oval fenders.

Add to this the Performance the husband demands and there's nothing left to desire in a motor car.

Let us show it today.

Special Features—Chalmers Six-48

Full 48 h. p. motor—Big 7-passenger Body. 126 wheelbase—34x4½ tires. Nobby tread on rear wheels. Entz non-stallable starter. 48-inch vanadium steel rear springs—extra strong torque tube. Equipment very complete even to Yale lock to prevent theft of car.

Chalmers Six-48 \$1275.00

F. O. B. Detroit

This is the most remarkable motor car that has ever been offered for \$1275. It is the lowest price at which Chalmers quality has ever been sold.

It is the only American stock car with valve-in-head overhead camshaft motor, the type that Europe was working on when war stopped production.

It is this type of motor that broke all records for 500 miles at both Indianapolis and Chicago speedway races, going at the terrific

speed of 90 miles per hour at Indianapolis and 98 miles an hour at Chicago—the most grueling test of motor car efficiency ever known.

This motor gives the car instant get away, wonderful flexibility, great power and economy.

The car rides like a Pullman.

It is the superior of cars that three years ago sold for \$3000 or over. Be sure to come in and see it.

All Models on Display at Our Salesrooms

L. H. Rose-Chalmers Co.

DISTRIBUTORS NORTHERN CALIFORNIA

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2838 BROADWAY
Oakland Store
Phone Oak. 1415

Sacramento Store
1227 Seventh Street
Phone Main 702

SEE IT NOW

THE GREATEST

AUTOMOBILE ACHIEVEMENT

THE WILLYS KNIGHT

ON DISPLAY TODAY ONLY

J. W. LEAVITT & CO.

J. T. BARNES, Manager
2853 BROADWAY
PHONE LAKESIDE 132

CHANDLER MOTOR CAR CO., CLEVELAND, OHIO.

YEAR'S TIRE MICHELEN MAKE COST TO BE MILLIONS

Expert Declares More Than \$15,000,000 Will Be Spent in State This Year.

Although California is paying more money annually for her automobiles and truck tires with each succeeding year, the individual owner is paying less for his tires than ever before. This seeming paradox is explained by the fact that with the tremendous increase in the number of automobiles in use the resultant outlay for tires has necessarily gone up with size and volume. On the other hand, the climate tire cost to the user, the actual amount so much owing to improved methods in tire construction that the motorists of today are paying less for their mileage received by the motorists has increased than ever before.

According to the United States Rubber company of California, this state spends in excess of \$15,000,000 annually for its automobile tires.

"If the tire sales of California for any ten period of twelve months were totaled," remarked Gilbert, "a figure amazing like to the layman and the motor expert who has not given the question serious study would result. According to estimates, the value of the tire industry in California, based on retail sales throughout the state, is considerably in excess of \$15,000,000."

AVERAGE TIRE COST \$20.

The average cost of tires for motor cars is slightly in excess of \$20. California motorists will buy during the season of 1915 more than 750,000 tires. This placing the figure extremely low, an average of six tires to the car per year. Of the 130,000 motorists in the state will drive less than 10,000 miles and many will drive twice that far.

"In studying these figures of total mileage, compared to tire cost, however, the amazing thing is not that so much but that so little is spent for castings and miles. Five years ago such a mileage, with as many cars, would have meant almost double the tire cost of 1915.

"There have been many factors in the lower cost of the upkeep. Chief among them, of course, is the better construction of tires and tubes. The tires are made lighter and stronger than they ever have been before. New processes, new methods of the vulcanizing, improved machinery and larger output have enabled the big tire companies to put more real value into the casings than ever before."

GOOD LIGHT IS NEEDED.

The dark corner where the car is usually placed to wash it must go. You cannot do a good job of cleaning without plenty of bright light.

1916 Cars Are Still Coming

Reduction of 10 Per Cent Is Announced by Prominent Tire Makers.

Michelin prices have been reduced 10 per cent. This news is sure to interest motorists, especially as Michelin tires have been selling for some time at prices a little too high for many purposes. The manufacturers state that they have been unable, heretofore, to reduce selling prices without sacrificing the recognized high standard of quality of Michelin tires.

The present reduction is due to the greatly augmented output of the American factory at Milltown, New Jersey, on account of the extremely heavy demand in foreign countries. This demand, it is stated, was formerly supplied from one of the other of the Michelin factories abroad.

CARRIAGES ALMOST EXTINCT.

From the reports of the tax assessors in Columbus, Ohio, who counts of 250,000 population, only four of the old-fashioned family carriages were returned for taxation this year.

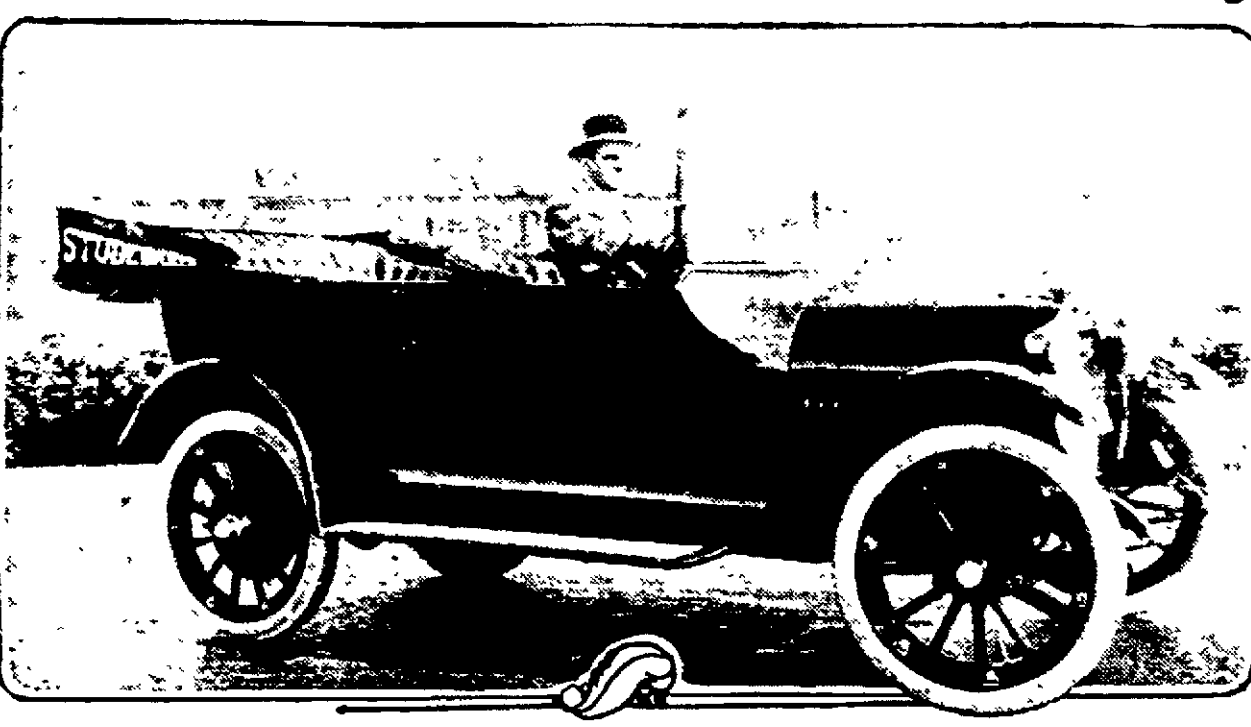


TWO ONE-TON JEFFERY TRUCKS JUST PURCHASED BY THE BERKELEY FRUIT MARKET. MORE THAN FIFTY OF THESE WERE SOLD THIS YEAR BY F. R. FAGEOL.

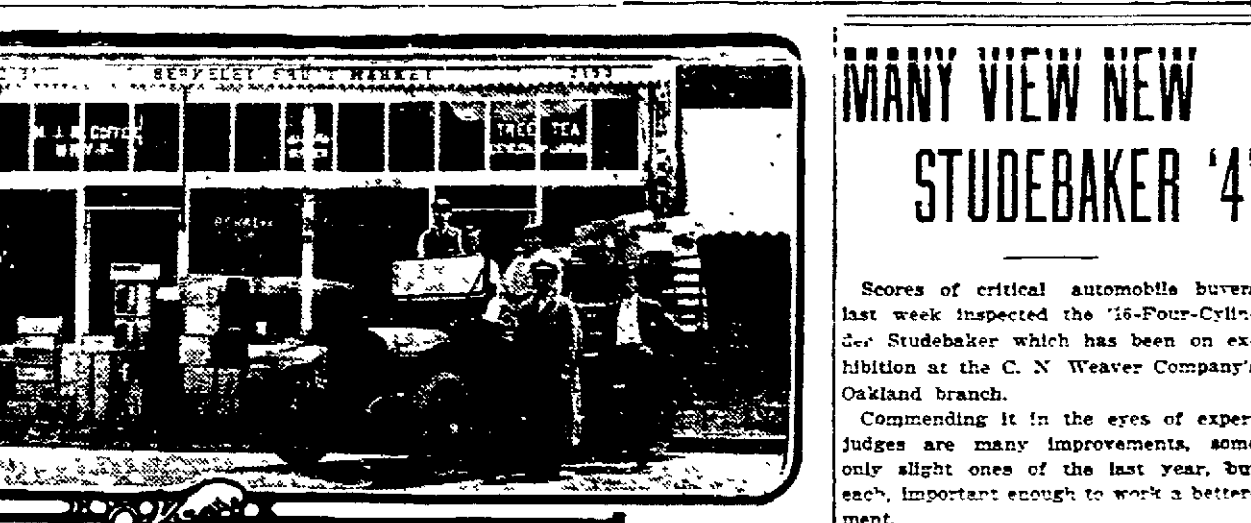
GETTYSBURG ATTRACTS BIG AUTO CROWDS

That the Gettysburg battlefield is realizing the predicted heavy motor traffic for this summer is indicated by the figures of the last week. Records kept by one of the guards on the battlefield show that more than 800 cars passed his beat during that time. These records are not complete, as many of the machines cover only a part of the field. It is safe to say that more than 1000 foreign cars were on the battlefield during the week. At the low average of five passengers to the car, more than 5000 persons viewed the battlefield by this method alone.

1916 Cars Are Still Coming



THE 1916 STUDEBAKER SEVEN-PASSENGER FOUR-CYLINDER CAR WHOSE COMING WAS AWAITED WITH INTEREST. K. C. ABLES AT THE WHEEL.



TWO ONE-TON JEFFERY TRUCKS JUST PURCHASED BY THE BERKELEY FRUIT MARKET. MORE THAN FIFTY OF THESE WERE SOLD THIS YEAR BY F. R. FAGEOL.

HERE'S TIRE RECORD SET OF 11,460 MILES

A notable tire record of 11,460 miles without interruption was reported last week to the Ajax-Grieb tire agency by W. C. Mage of the Northwestern Mutual Life Insurance company, Los Angeles, who owns a Stoddard-Dayton 30 with which the record was made. Mage turned the old tire over to the agency which promptly put it on display as the maker of the best record reported in weeks. The record had been made mainly in local driving.

TAX AUTOS \$250,000 IN CHICAGO

Plans for the collection of between \$200,000 and \$250,000 in wheel taxes from the owners of Chicago pleasure automobiles are being made by Charles J. Forsberg, tax collector of that city. The first step in this direction was a request upon Mayor Thompson to sign at once an ordinance passed by the city council fixing the new rates.

Owners of automobiles already have paid between \$70,000 and \$75,000 to the wheel tax fund.

FINE FISHING AT BRUCE'S CAMP

Autoists Advised to Make This Trip for a Genuine Outing.

Frank Sanford of the Howard Auto Co. and Fred Averb, local manager for V. A. Miller and partner, operators for Bruce's camp in Arroyo Viejo on the Mokelumne river as the best fishing grounds in California. Frank Lacey, Fremont agent, is another enthusiast for the resort.

Sanford and Averb have made two trips there this year and intend making a third. So kind are they in the praise of the place that we think it a good idea to tip off motorists who are keen for the fishing.

We have secured from these boys the route they took in getting to it. They state that the roads are not bad. For the most part they are fine.

The route follows:

Miles	Left
1	Piedmont 5.00 A. M.
2	Oakland 10th and Broadway 5.07 A. M.
3	Hayward 5.11 A. M.
4	Hayward 5.15 A. M.
5	Livermore 5.21 A. M.
6	San Ramon 5.28 A. M.
7	Tracy 5.33 A. M.
8	Stockton 5.40 A. M.
9	Stockton 5.45 A. M.
10	Yuba City 5.50 A. M.
11	Yuba City 5.55 A. M.
12	Jenny Lind Road 5.58 A. M.
13	Valley Springs Road 6.01 A. M.
14	San Andreas 6.04 A. M.
15	North Branch 6.07 A. M.
16	Calaveras River Bridge 6.10 A. M.
17	San Andreas 6.13 A. M.
18	El Dorado 6.16 A. M.
19	Banner Saw Mill 6.19 A. M.
20	Railroad Flat Store 6.22 P. M.
21	West Point 6.25 P. M.
22	Barstow Road Junc. 6.28 P. M.
23	Top Hill Mokelumne river 6.31 P. M.
24	Mokelumne River bridge 6.34 P. M.
25	BRUCE'S CAMP

Noted:
Total time—12 hours, 10 minutes.
Deductions for stops—1 hour 44 minutes.
Actual running time—10 hours, 26 minutes.

Average miles per hour exclusive of stops—15.2 miles.
Average miles per hour Oakland to Berkeley—25.7.

Gasoline in tank at start..... 3 gal.
Gasoline added at Tracy..... 13 gal.
Gasoline added R. R. Flat..... 3 gal.
Total..... 19 gal.

9 gallons remained in the tank on arrival at Bruce's Camp.

NEARLY 200,000 AUTOS NOW USED IN NEW YORK

The Secretary of the State of New York has issued a statement of the number of registrations of motor vehicles in the State between February 1 and June 15, which shows 158,953 as against 140,213 for the same period last year.

STARTER FOR FORD'S IS LATEST

Splitdorf-Apelco System in Big Demand, Coast Manager Declares.

A wonderful complete, read-for-installation, Splitdorf-Apelco electric starting and lighting system for Ford cars for 1915, to which only trans-continental freight is added, is the latest sensational offering of the Splitdorf Electrical company of Newark, N. J.

"The most compact—the most serviceable system for the Ford owner has been the designing and manufacturing of the Splitdorf-Apelco system has been the keynote for the strenuous and exhaustive tests the system has undergone to pronounce its fitness for hard service before bringing it to the coast," says Mr. Sutherland, Splitdorf's Pacific Coast general manager.

"In unique features of construction and application, in simplicity of installation and effectiveness of operation," continues Mr. Sutherland, "the Splitdorf-Apelco outfit laid the palm for lighting-starting qualities and there is naturally a big demand for installations among the thousands of Ford owners."

The Splitdorf-Apelco system consists of a motor-generator, indicating automatic switch and starting switch, together with a 12-volt storage battery and all necessary parts for installation.

By connecting the motor-generator across the terminals of the battery through the starting switch, the electrical machine acts as a motor, spinning the engine until it picks up on its own power. The motor-generator is then driven by the engine as a dynamo, furnishing current for charging the battery.

MAKES QUICK STARTER.

Acting as a motor the machine has sufficient power to spin the engine at a good rate of speed.

As a generator, it has capacity to keep the battery fully charged, insuring ample current for starting, lights, horn, etc.

In combining the motor and dynamo in one unit, a compact design is not only secured, but a design which lends itself to an easy application to the Ford engine. The armature of the machine has but one commutator, one set of brushes and one set of windings.

No gear or clutches are employed in the construction of the Splitdorf-Apelco motor generator, the armature being the only revolving part. Sprockets and silent chain are used for driving the starting and lighting unit, no additional reduction being necessary than that secured through the sprockets.



Stalling In Traffic

with its annoyance and humiliation loses its terrors for all Ford owners who will take advantage of the opportunity and buy a

SPLITDORF-APELCO Electric Starting & Lighting System


A little foot pressure from your seat at the steering wheel and your motor starts up from the "punch" delivered by the SPLITDORF-APELCO system.

The SPLITDORF-APELCO system does away with all hand-cranking—you can start and stall as often as occasion may arise—the reliable and powerful SPLITDORF-APELCO system will always save you from holding up traffic or leaving the driving seat to start up the motor.

And your electric lighting is safe all the time with the never-failing SPLITDORF-APELCO equipment—it is *always* there for service whether the motor is running or just standing.

It is simple and easy to install the SPLITDORF-APELCO system—and Ford motor repairs can be made without disturbing the installation. You can make the installation yourself or any garage or supply man will do it for you. SPLITDORF SERVICE, too, is at your command at our branch house and the work of installation can be promptly attended to by our own experts.

Orders placed AT ONCE will be filled without delay



Splitdorf Electrical Co.

PACIFIC COAST BRANCHES

Los Angeles, 1215 S. Hope St. San Francisco, 1028 Geary St.

Seattle, 1628 Broadway

Ford Special High Tension Magneto, Dual Ignition Systems, Coils, Plugs, Cable

When you buy Savage Tires—

You get more mileage for your money than with any other make.

You deal direct with the factory, a California firm of known responsibility, through our own Factory Distributors, who are bonded employees of the Company.

You pay less than you would have to pay for inferior goods.

You pay exactly what every other motorist pays for the same Savage Tire.

No road too savage for

SAVAGE TIRES

Direct from factory to you

Read the price list below, then get acquainted with Savage Tires by calling at our nearest store. Ask Savage users for their opinions.

Whether you call or mail your order, you get the same prompt and careful attention.

Be sure to read the Savage Tire Book and Savage Red-Graphite Tube Folder.

The Savage Tire Co.

San Diego, California.

A. W. SAVAGE, Pres. JOHN D. SPRECKELS, Vice-Pres.
HARRY L. TITUS, 2d Vice-Pres. CLAUD SPRECKELS, Secretary
A. J. SAVAGE, Treasurer

FACTORY BRANCH:
1125-1127-1129 Van Ness Ave., SAN FRANCISCO.
Phone Prospect 1930.

FACTORY DISTRIBUTORS

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W. L. LAUGHLAND 515 BROADWAY, OAKLAND, CAL.
Phone Oakland 519
SAN FRANCISCO.

Ed. De Yonge 1219 Van Ness Ave.
Pt. Look Garage 408 Geary St.
Diezendorf Garage 717 Broadway St.
Missouri Tule Co 100 Valencia St.

COUNTY DISTRIBUTORS.

Cal. Vule & Rubber Works Clifton Cal.
George Bros. Grass Valley Cal.
Granger & De Hart San Jose Cal.
J. W. Downing Fresno Cal.
Capitol City Tire Co. Sacramento Cal.
Ride & Codard San Rafael Cal.
Acme Garage Napa Cal.
Graham's Garage Suisun Cal.
Garza Bros. Garage Santa Rosa Cal.
Central Garage Martinez Cal.
Mark Garage Reno Nevada
Geo. Brown & Co., Inc. Reno Nevada
Chas. D. Brown Co., Inc. Winnemucca, Nev.

PRICES:			
F. O. B. Nearest Branch or Distributor.			
Size.	Plain Tread.	Savage Grip Tread.	Red Graphite Tubes.
30x3	\$ 8.95	\$11.00	\$2.30
30x3 1/2	10.75	13.20	2.75
32x3 1/2	11.80	14.30	2.95
33x4	16.55	19.35	3.75
34x4	17.05	19.80	3.80
36x4	17.95	20.80	4.00
35x4 1/2	23.45	27.05	4.85
36x4 1/2	23.80	27.50	4.95
37x4 1/2	24.80	28.60	5.05
37x5	27.70	31.90	5.90

TERMS: CASH ON DELIVERY

THIRTY-FIVE MINUTES UP DIABLO

Mountain Trip Proving Big Attraction for Auto Parties.

Mt. Diablo lately has been visited by a good many motorists. Hundreds more will make the trip when they learn of the good roads now running to the summit of the mountain.

The climb is rather a stiff one but can be made by almost any car with but one possible danger arising, that of over heating. And this can be avoided by stopping en route to the top and taking on water at any one of several stations.

Several claims have been entered for the fastest trip from the Mt. Diablo Inn, at the foot of the mountain to the top, a distance of seven miles. The fastest was the reported fastest time up to a few days ago. This was cut five minutes by an '83 Overland driven by Jack Barnes, manager of the Leavitt branch. Tuesday the new record was made. Just how long it will stand remains to be seen. We hear of plans among various dealers of sending a car up to the top in faster time. It wouldn't be surprised to learn of many more runs to Diablo in the next few weeks.

For motorists who want to go there for an outing the accommodations will be found excellent. The inn is open to the public and breakfast, lunch or a dinner can be obtained at a reasonable price. On Saturday nights a dance is held. Music usually is furnished by several players from here.

Just at the toll gate is a pond of fair size. Bathing in it is a treat. There are some black bass awaiting the fishermen.

Mr. Prussis, who was manager of the Nile Club for years is managing the inn. A toll of 25, 50 and 75 cents for autos, depending on size and 25 cents a head for passengers is exacted for the climb to the top of the mountain.

CONVICT LABOR ON MISSOURI ROADS

"We are operating our first convict road camp," stated Col. Frank Buffum, Highway Commissioner of Missouri, in a report to the National Committee on Prisons and Prison Labor. "It has been running about three weeks; the men are well pleased and the work satisfactory despite it has been raining nearly every other day for over a month."

"The work is being done in Osage county, about 25 miles east of Jefferson City, widening a road on the edge of a rock bluff. Osage county has a very up to date camp which joined with our department. I took out of the road fund sufficient money to purchase a set of tools, and one of the county judges, who is a large government contractor on river improvement, loaned us his quarry tools."

"The camp is on the Mississippi river where there is fine fishing, so we bought a complete fishing outfit for each man. There is a library of the latest books and enough of them for each man; also the latest magazines and local city papers are sent to the camp. The men are furnished with pencils, writing paper and envelopes and we have a victrola, a mandolin, indoor games and a base ball outfit."

"Guards are employed at this camp, not because we anticipated trouble, but a few years ago they had trouble in establishing a convict camp in Callaway county, just north of Jefferson City, and the farmers simply would not let them come into the county. Therefore, at this first camp, to show we are looking after the interest of the local people, we felt it advisable to guard the men until we have shown our camp is practical."

"Governor Major gives three days off the sentence each month, for good conduct, while after their eight hours work for the county, the county pays them for two hours work at the standard wages for which they could hire other people."

Colonel Buffum has given personal attention to the diet and has hearty co-operation of the county court in his effort to build up the men through wholesome, nourishing food. The bill-of-fare includes vegetables, cereals, eggs, fresh meat, milk, butter and sugar—all of good quality and well cooked, an unusual thing in a prison."

"The success of the road camp is most important to Missouri. It has over 200 male convicts in the penitentiary with cell-room for 1000, often making it necessary for five and six men to be huddled together in one cell. The prisoners have been worked under the contract system, but owing to co-operation between the National Committee on Prisons and Prison Labor and the Penitentiary Commission, this worn-out system cannot continue much longer and, as Col. Buffum points out, road work can hold a leading place in the new system of prison industry, which must be worked out for the State of Missouri."

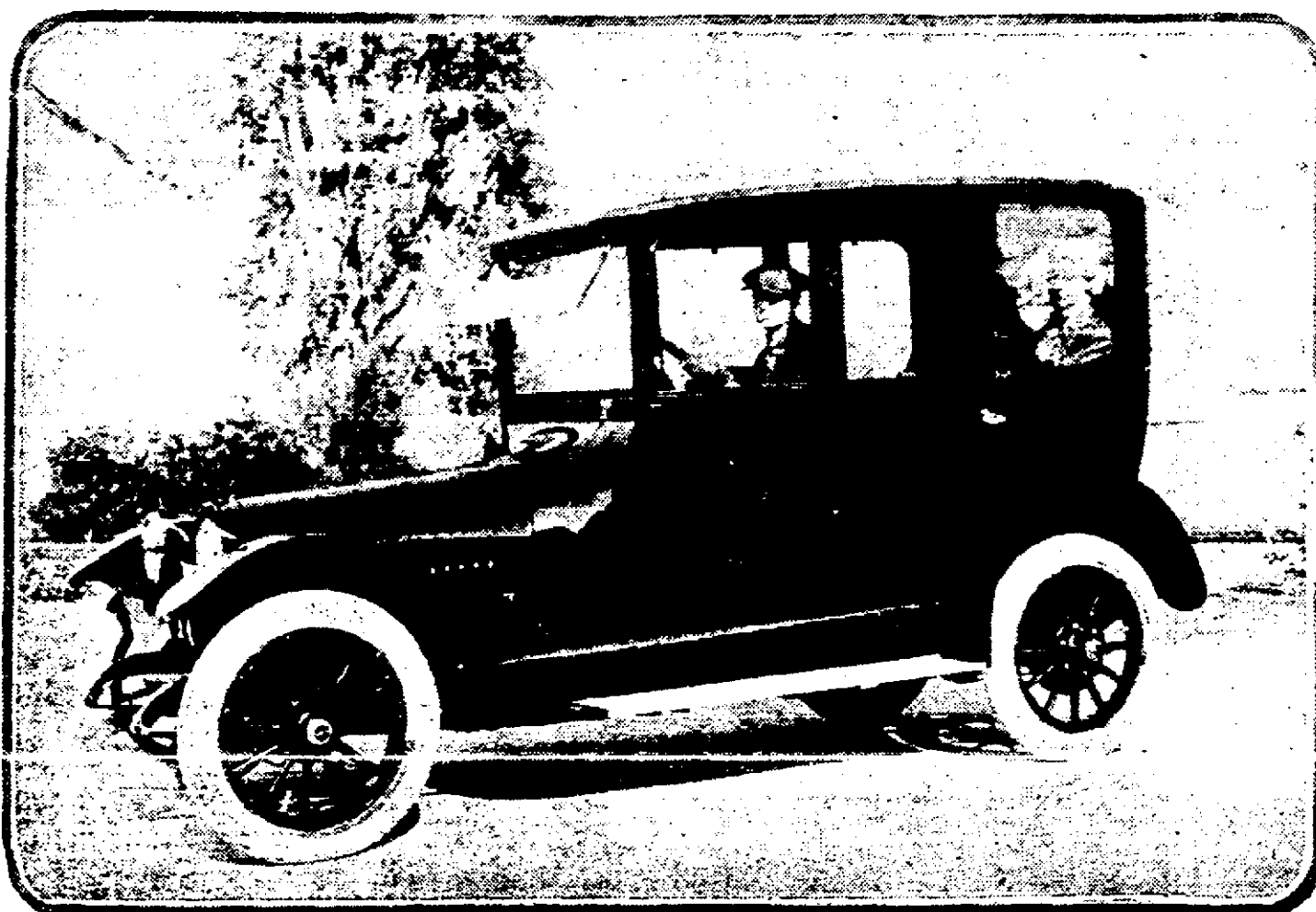
NEWER CAR'S CHIEF ASSET LONG LIFE

That automobiles should not graduate to the used car class, so soon, is one of the big problems of the industry, is best evidenced by the efforts of leading manufacturers to incorporate features that will prolong the first hand ownership.

"We hear much talk today about the increased number of cylinders tends toward smoother running cars," says Mr. Browning, of Framming and Browning, National agents. "However," he continues, "one of the greatest assets in a twelve-cylinder car is its longer life. The one thing that above all else has caused the automobile to depreciate, is vibration. Now, if the twelve-cylinder car did not run one bit better, but did eliminate vibration, which is the biggest handicap of a car's prolonged usefulness, it would be sufficient reason for adopting the twelve."

"The National company this season introduced a Highway Twelve, after long experimenting which dates back through a period of years during which various combinations of cylinders have been tested out. The average layman has thought perhaps, that the only purpose of the twelve was to give more of a flowing power and an easier running car. But according to Browning, while these features are obtained, the National organization has had the problem of longer 'first hand' ownership as greater motive to inspire their research work."

Mt. Diablo Will Be Popular Tour for Local Motorists



LEFT—THE 6-45-1916 BUICK LIMOUSINE, AN ARTISTIC CLOSED CAR MODEL WHICH THE HOWARD AUTO CO. ARE SHOWING. RIGHT—A N OVERLAND ON THE SUMMIT OF MT. DIABLO, J. T. BARNES AT THE WHEEL.



REO SPEEDS WHERE OX BONES LIE

Dr. C. H. Cross, of Ohio, Comes West Over Santa Fe Trail.

All the travel westward is not coming by way of the Lincoln Highway. Dr. C. H. Cross of Alliance, Ohio, has just reached San Francisco over the Santa Fe trail. In speaking of the trip the doctor says:

"I found the roads over the Santa Fe trail as a whole good, in fact better, than I expected from the reports I had received before I started. At no time was it bad enough for me to have to resort to horses to get my Reo out of trouble."

"We followed the central trail to Kansas City, where we took up the old Santa Fe trail. It was good going through Kansas into Trinidad, Colo. From the latter place to Haton we found some hard going. This was our first taste of the mountain work, plenty of which followed."

"From Haton through Springer, Nolan, Wagon Mound, Watrous, Las Vegas, was comparatively level going but at Las Vegas we again started climbing. It was at such time that we found what bad roads there are to be encountered on the Santa Fe trail."

"Leaving Las Vegas we twisted through the mountains past Romero, Tecolote, Bernal, Pecos, Concho and on to Santa Fe, the place from which the trail gets its name."

"From Santa Fe to Albuquerque we had a comparatively easy run. From Albuquerque we crossed the Rio Grande river and were on our way for Phoenix. It was sandy at times and we had misgivings but the Reo was a 'sand crab' and never failed. We passed through Mazatz, El Rito, Laguna, McCarty's to El Rancho del Punta de Malpaisa."

SHIP 9010 CARS IN JUNE MONTH

Overland Deliveries Reach Immense Totals; Exports, Too, Grow.

A new record was made in June by the Willys-Overland Company. Over 9000 Overlands were shipped during the month.

The shipments, amounting to 9010 cars, show an increase of 153 per cent over those of June, 1914, when 3298 cars left the Toledo factory. In the first six months of the calendar year the company has shipped almost as many cars as it did the entire twelve months of 1914, or practically doubled its last year's output.

The previous high-water mark in Overland production was in the month of March, when 7905 cars were shipped. The record shipment for June exceeds these figures by about 36 per cent.

In Canada, where one would look for a decrease instead of an increase in sales, on account of the general retrenchment due to the war, there has been an unprecedented demand for cars. More Overlands have been shipped and sold there, so far this year, than during the whole of 1914.

Export shipments, not including Canada, show the same remarkable increase over last year's figures. Although the year is but half over, it was found at the close of June that foreign shipments had amounted to fully 70 per cent of the entire export shipments of 1914.

IMPORT AMERICAN CARS ONLY. The Dutch West Indies imported automobiles to the value of \$10,537 in 1913 and to the value of \$10,078 in 1914, all of these imports both years being from the United States.

HOLIDAY WEEK TO MARK OPENING OF TRACK

Big Plans Being Laid for Successful Start of N. Y. Speedway.

A campaign is now under way to have the opening of the Sheepshead Bay Speedway on October 2 marked with a "Holiday Week" celebration in which the automobile establishments, hotels, theaters and department stores are to play a part, with the motor car salesrooms and Automobile Row being elaborately decorated and the other business and amusement establishments providing a "motor car flavor" for the occasion.

So rapid has been the progress in the building of the Bay course that it now looks as though the two-mile speedway would be completed and ready for practice fully six weeks before the date set for the race. The concrete foundations of the track are all up and the steel framework has been practically completed. A million and a quarter feet of board surface has been laid. For a mile the boards are already in place half-way from the pole to the outer edge. Manager Thompson expects the track to be finished by August 15.

It is planned to hold the elimination trials for the October 2 race on Thursday, Friday and Saturday of the preceding week. This will mean active practice for the eligibility try-outs on Monday, Tuesday and Wednesday of that week, and final tuning-up practice for several days following the elimination trials.

'TWELVES' SOLVE IGNITION PUZZLE

New Type Engines Are Radically Changed; Are Successful.

Not the least of the factors in the practical success of a twelve-cylinder car is the ignition, especially when high speed for long, continuous driving is demanded. The most spectacular demonstration of how adequately the engineers and designers provided for this factor in building the new Packard "twin six" is found in the recent brilliant drive of Ralph De Palma, in his new Packard model from Chicago to Detroit. De Palma, shortly after he won the Indianapolis 500-mile race, drove a Packard "twin six" from Chicago to Detroit in eight and one-half hours running time. The run was made at night and such difficulties as wash-outs and similar obstacles were encountered. Yet it took only two hours to make La Porte, a distance of 72 miles, and two hours and fifty minutes to reach South Bend, 101 miles.

"We naturally feel that De Palma's achievement with the Packard 'twin six' is a triumph for our Delco ignition system with which the car is equipped," says E. A. Deeds, president of Dayton Engineering Laboratories company, manufacturers of the Delco electric starting, lighting and ignition system. "In this run the ignition system was put to the severest test and was found equal to every demand made upon it. The test certainly should convince anyone that an ignition system when properly designed and installed can meet all the requirements of such a grind."

"The Delco system, built for the Pack-

ard 'twin six,' is the result of the co-operation of Packard and Delco engineers and thus it is adequate for the peculiar work required. The method followed in solving the Packard's ignition problem is the same we use for all cars carrying Delco equipment."

ON CARE OF BATTERY BOX.

The acid of storage battery is prone to stop over and corrode the steel battery box. The bottom of the box should be arranged so that the acid will drain out freely, and the inside of the box be painted with rubber paint.

HERE NOW—

1916 Studebaker Cars

40 Horse-Power
FOUR PASSENGER
\$885
F. O. B. DETROIT

- the BEST value in 4-cylinder cars ever offered.
- has 40-45 h. p.
- has 112-inch wheel-base.
- carries 7 passengers in COMFORT.
- upholstered with finest, genuine, hand-buffed leather.

- MORE POWER
- MORE ROOM
- MORE QUALITY
- and
- Lower Prices

—not "little cars" built for a price, but QUALITY cars, built with the sole object of making them as good as cars can be made—and priced LOW solely because Studebaker's resources and manufacturing experience make possible economies in the manufacturing that few other makers can approach.

The 1916 Studebaker Cars are the BEST VALUES on the market today. We make no exceptions. And we make no qualifications. We are not saying that they are the best at less than such-and-such a price. But we are saying that they are the best values at any price. That they give more for each dollar you pay. That they give you quality in every detail. And all we want is the opportunity to show you the cars. The cars will do all the talking that's necessary.

Come in today, or send for catalogue illustrating all models and giving full specifications

Chester N. Weaver & Co

2017 BROADWAY

Lakeside 250

Buick

Valve-in-Head

The Siege Gun of Motor Cars

ENORMOUS energy—all concentrated—all used—exactly like the siege gun's—a scientifically even, irresistible impulse—instantaneous at every point.

This is the Valve-in-Head principle of the Buick—working through six cylinders with a continuous, velvety torque—the perfection of turning mechanism. 200,000 owners know the power and economy of Buick Valve-in-Head. Remember, Valve-in-Head is an engineering principle and not an advertising slogan.

A cylinder of the Buick Valve-in-Head Motor. All the explosive force acts directly on the piston. It is the same application of power that enables the siege gun to drive a projectile twenty-six miles.

Regardless of the car you buy or the price you pay, nowhere can you get greater value than in a Buick Valve-in-Head "Six."

Six models, \$1100 to \$2025 here.

See the new Six 45, five-passenger. 115-inch wheel-base, full floating rear axle and one man top. **\$1135** Oakland

DELIVERIES IN ROTATION.

HOWARD AUTOMOBILE COMPANY

3300 Broadway, at Piedmont Ave., Oakland.

SAN FRANCISCO LOS ANGELES PORTLAND

LODGES TO JOIN ADMISSION DAY

Native Sons and Daughters
and Pioneers Have Union
Committee.

SAN FRANCISCO, July 24.—The celebration of Admission Day is to be celebrated through a joint convention of the Native Sons of the Golden West and the Society of California Pioneers. From the plans that have been adopted, the indications are that the day will be the most extensive and elaborate that has ever been held.

The Native Sons are represented on the committee by John F. Lewis, grand president; Fred H. Jung, grand secretary; James E. Mole, grand marshal; Arthur W. Jones and William P. Kahan, grand trustees; Daniel C. Troy, secretary; Henry G. W. Dinsdale, grand treasurer; and John C. Allen, president of the extension committee. Harry I. Mulvey, chairman of the executive committee; H. F. Litzendy and others.

With the officers of the women's lodge will participate Miss Evelyn Magner, Mrs. William M. Troy, Miss Lilla Abrams, Mrs. Gertrude Hester, Miss Nellie Kane, Miss Pauline des Roches, Mrs. Annie Francis, Miss Evelyn Carlson, Miss Regina Moore, Miss Esther Johnson, Miss Emma Dickhoff, Miss J. Mahmann and Mrs. Louise Cases.

Those representing the Society of California Pioneers are: James P. Taylor, Titus Hale, Robert R. Russ, H. L. Van Winkle, John J. Lerman, William F. Cashman and John J. Burnett.

The tentative program as outlined, includes a grand parade through the streets of San Francisco to the exposition grounds. Many portions of the Sons and Daughters will make special displays and each has a committee on preparations. On the grounds there will be a program of literary exercises in the Festival hall and there is to be a public reception and banquet in the California building. The 49 members of the Society of California Pioneers will be given the post of honor in the parade. The day will be commemorated by the members of the Junior Pioneer Society.

Detachment of United States troops from the Pacific.

Detachments of the National Guard and of the Naval Militia located in San Francisco.

The Nationals and the California Grays, independent military organizations stationed in the metropolis.

The San Francisco League of the Cross Cadets.

EXERCISES PLANNED.

In Festival hall, the exercises will consist of addresses by representatives of the three organizations, the Sons, Daughters and Pioneers and patriotic music.

The officers of the exposition anticipated that Admission day will be one of the nights of the fair.

On the night of August 21, there is to be a mid-summer masque ball in the Civic Auditorium, under the auspices of the exposition extension committee.

This will be along the same lines of the carnival given by the committee. It is expected that the night will attract nearly 20,000 participants and spectators.

The Native Daughters will select a queen for that night and the queen will be crowned by the committee.

Efforts are to be made to have this affair surpass that of last February.

WORK IN WEST FOR
SUFFRAGE AMENDMENT

The Congressional Union for Woman Suffrage will hold a meeting at the Plymouth Center church, Friday afternoon, July 30th, at 3 o'clock. Mrs. Nellie S. Blackwell will preside.

The speakers will be Miss Charlotte Anita Whitney, California State chairman of the Congressional Union and former president of the College Equal Suffrage League; Mrs. Sara Bard Field, well known writer and lecturer on San Francisco; Miss Iris Calderhead, of Kansas, daughter of ex-representative Calderhead, a graduate of Bryn Mawr College, and an ardent suffrage worker; and Miss Ruth White, formerly of Omaha but now a resident of California and one of the organizers of the union.

The speakers will talk in behalf of the National Suffrage Amendment. The Congressional Union, whose headquarters are in Washington, D. C., has sent its organizers west to appeal to the women voters of the free states to use their influence in bringing about the passage of the Susan B. Anthony Amendment which reads: "The right of citizens of the United States to vote shall not be denied or abridged by the United States or by any state on account of sex."

GIRL FIRE LASSIES.

ZURICH, Switzerland, July 24.—Owing to the shortage of men in the Tyrol, the military authorities of Innsbruck have appealed to all the Tyrolean communities to enroll and train women and girls for fire department service. Considerable numbers of women are already being trained, especially in the use of the hose and in first aid.

BACK TO SCHOOL
IN A
"VICTOR"
TWO SUIT!

YOU CANNOT DO THE BOY A BETTER TURN—OR KEEP THE EXPENSES OF HIS CLOTHES LOWER THAN BY BUYING HIM A

VICTOR SUIT

SCHOOL CAPS
IN A GREAT VARIETY OF NEAT WOOL FABRICS
50c

WITH TWO PAIR PANTS AT \$4.95

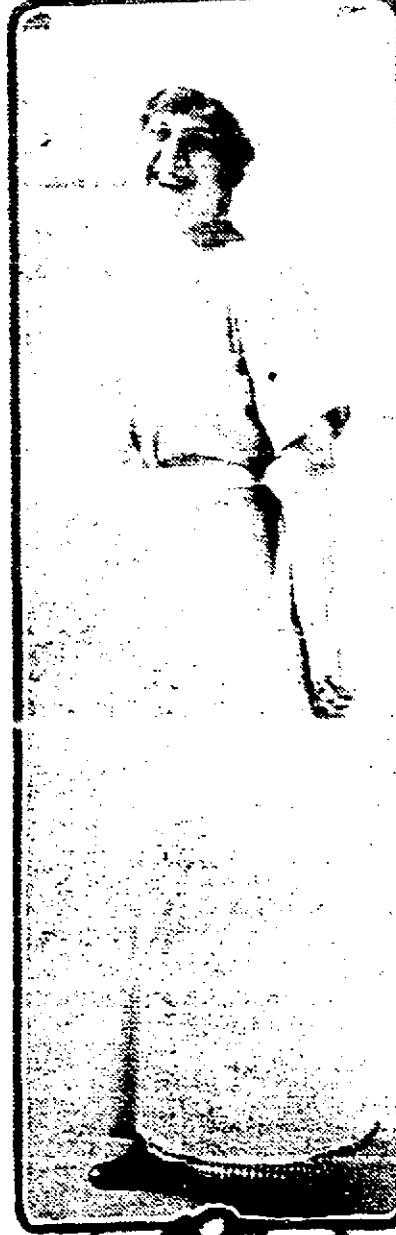
TAPELESS BLOUSES
50 NEW FALL PATTERNS
50c

THE TWO PAIR PANTS ARE LINED, SEAMS ARE TAPED AND SPLENDIDLY MADE. SOLD ONLY IN THE EAST BAY CITIES' MOST COMPLETE BOYS' SHOP.

Money-Back Smith.

WE GIVE S. & H. Green Trading Stamps with Each Purchase

Picnic Speeders to Be Able to Laugh At Cost of Living



MRS. CARL REMMEL, WHO WILL BE ACTIVE IN "FEEDING THE INNER MAN" FOR THE UNITED COMMERCIAL TRAVELERS' PICNIC NEXT SUNDAY.—Hartsook, photo.

It's a far cry from a world war to a Sunday picnic, but the influence of the former on one of the latter has become evident through the announcement by General Picnic Chairman Ben Welch of Oakland Council No. 84 of the United Commercial Travelers, that the awards for the athletic contests and games at next Sunday's annual picnic of the knights of the road at East Shore park will take the auspices of the merchandise orders, on various Oakland merchants, for such ever needful commodities as sacks of flour and sugar, cases of canned goods, hams, bacon and the like—things the prices of which have been elevated by the world war and which everybody needs. A thousand dollars' worth of such orders will be distributed.

In the "feeding of the multitude" the war's influence on the committee again showed itself. The lunch will be free—a distinctly new note in such affairs here. In this direction the wives, sisters and best girls of the "boys" will aid materially next Sunday, by exercising efficient feminine supervision to see that no one goes hungry. Mrs. Ben Welch, Mrs. Carl Remmel, Mrs. Soph Nelson, Mrs. Arthur Evans and other well known women will be active in this direction.

"Candyville" will be another feature of the day wherein femininity will be strongly felt. A bevy of admittedly sweet girls will preside over and dispense the material sweets, along with aesthetic sweetness galore.

The teams announced for the opening feature, the baseball game at 9 a. m., are the Fruitvale "Independents" and the second Ambrose nine. A football game, these well known "bushers" played to a tie, and say they will fight it out next Sunday if it takes all day.

In the dancing that will occupy the entire afternoon a committee of "official mixers" in charge of H. L. Summerfield and including Stanley Lewis, W. J. ("Pat") Lheureux and S. J. ("Hand") Johnson will be on hand to convert all laid downers to active dancers with attractive partners.

Lheureux has won the fat men's race at the travelers' picnics for four consecutive years now, and the "boys" are looking for a cupulent sprinter that can put him out of the running this year.

AUTO RACE PICTURES.

Automobile enthusiasts are especially interested in the wonderful picture of the Speedway Park association's auto derby race which was run at the Speedway Park in Chicago on June 26, and won by Darius Rosta, the speed king, and which will appear at the Orpheum this week.

POST THREAT TO BURN DOWN TOWN

Grass Valley in Terror Over
Notice Found Pinned
on Tree.

GRASS VALLEY, July 24.—We will start on our part of town next and will not stop until Grass Valley is red in paint. This note of warning, written in a piece of brown paper, presumably a part of an old letter but was found pinned to a tree in a cluster of pine trees in the town, threatening the destruction of the town.

The Luddington fire was the sixth of incendiary origin to occur in the rural district of this city, all within the radius of a mile. The Luddington home was not occupied at the time of the fire. Although it was several hours after the fire that the officers got possession of the anonymous note, bloodhounds took

the scent near the tree on which the paper was tucked.

SET HOP PRICES.

SANTA ROSA, July 24.—At the meeting of the Mendocino County Hop Growers' Association, held a few days ago it was decided to fix the price of looking at the dollar per bushel of hops for the coming season's harvest. The association consists of the following directors: E. L. Cunningham, P. H. Black, J. W. Harris, Charles Crawford and E. M. Ford.

BOY CONFESSIONS THIEF.

CHICO, July 24. Pat Lush, 12-year-old boy residing on Seventh between Chestnut and Hazel, confessed to Marshal M. H. Rice and Officer D. G. Arbuckle that he had stolen \$3 in silver from the pockets of several carpenters who were at work on the Charles Andrews home at Fourth and Pine streets last Monday.

CROSSES U. S. TO GET DIVORCE

Husband Carried Knife to Compel Her to Work, She Declares.

SAN FRANCISCO, July 24.—Fleeing from her home in New York and the husband with whom she had lived for nearly twenty-seven years, Mrs. Moll Singer came to San Francisco and today filed for divorce in the superior court.

Her husband, she says, was held in the knowledge that her husband carried a sharp-pointed knife, and was frequently threatened with it. He was placed under his pillow when he retired. He was in the habit of striking her with his fist, a club, or whatever was nearest at hand

and just prior to her leaving him she says he threatened her. By threatening her she charges, he made her earn a living for the family by keeping a power store in Brooklyn. When she threatened to leave him he told her he would follow her to the ends of the earth and kill her.

MOTHER ACCUSES SON.

CHICO, July 24.—Breaking into tears when he heard his mother accuse him of stealing a horse from the Kenyon home, near this city, Floyd G. Kenyon vigorously denied the charge, declaring the animal is his property. The mother made other charges against him of various troubles in the family. Kenyon was allowed to go on his promise he would not harm any of the members of his family.

SINGLES THROUGH WITH WAR.

BERLIN, July 24.—The recent report in these despatches that Signor Ferrarini-Donatoni, the New York Metropolitan opera company tenor, was fighting with the Italian army, was in part erroneous, as it is learned that he was released from service after a single week with the army, and has gone to the United States.

WALL OF WATER THREATENS TOWN

Cloudburst Sweeps El Dorado Canyon, But Dayton Escapes.

DAYTON, Nev., July 24.—A four-foot wall of water, the result of a cloudburst in El Dorado Canyon, is threatening to sweep this town away. The water is now about a mile from Dayton, a prospector is believed to have been lost in El Dorado Canyon. There were several narrow escapes here. The Indian village outside of Dayton was completely swept away with its roads and bridges and several other places.

The Pacific passenger steamer, No. 23, passed through here five hours before the coming of the cloudburst. The track was inundated and an abundant railroad bridge washed away.

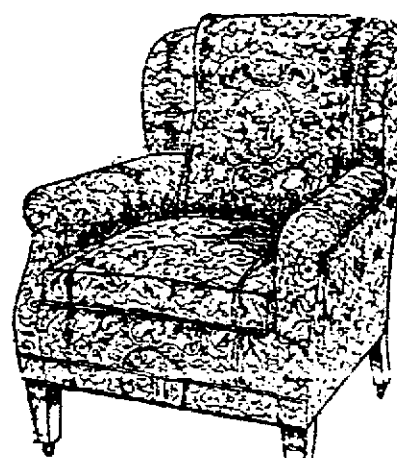
Strictly one price
no extra charge
for credit.

Handy
useful things
on our
3c, 10c and 15c
counters.
Basement.

JACKSON'S
Clay Street between 13th & 14th
Oakland

All the
desirable
vacant
houses
are listed
Rent Dept.
Main Floor.

Strictly one price
no extra charge
for credit.



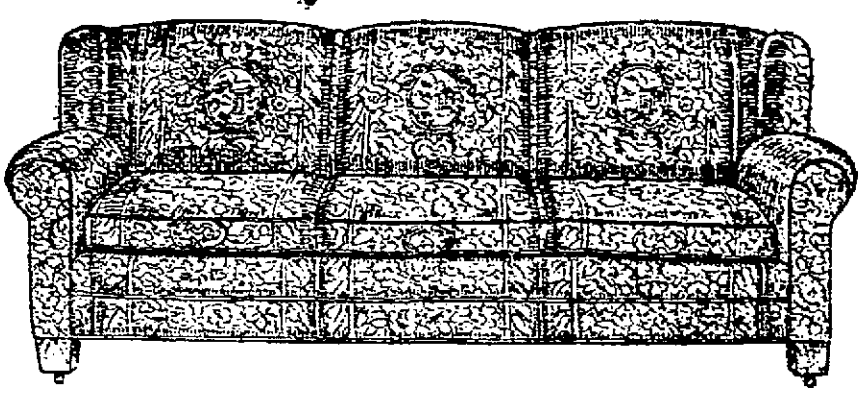
Luxurious living-room furniture of class
Artistic overstuffed pieces in fine tapestry covering with soft, loose cushions, davenports, chairs and rockers

The Davenport illustrated is a beautiful piece of furniture with three loose fitted cushions, seat and back; three-section effect furniture that will last a lifetime. These davenports range in price from \$98.00 up to \$160.

All sold on easy terms

Chairs and Rockers also have the loose cushions in seat. They match the davenports and are sold in suits or separately. These tapestry chairs and rockers range in price from \$26.00 up to \$75.00.

All sold on easy terms



Perfection of comfort and durability
and less expensive than you would think—
Special display on mezzanine floor this week

Tapestry is the most popular of all coverings for furniture now. It has taken the place of leather in all the better grades of living-room furniture in the home, hotel and club. It gives an air of elegance as well as comfort to a room. Furthermore it is serviceable, will outwear leather unless it is what is called A-1 top leather, which is seldom used in furniture now days owing to the high cost and the waste in cutting same.

All sold on Jackson's dignified payment plan.

Some values offered on the third floor
Carpet, rug and drapery department for Monday and Tuesday

450 more drummer's samples
These are samples of Nottingham Lace Curtains, White and Arabian—they are about 1 1/2 yards long—while they last 5c each

25 pieces marquisette
This is a good quality Beige Shades—the most serviceable curtain material—launders well—35 inches wide—limit 20 yards to customer, Monday and Tuesday 15c yard

Linoleum, 4 yards wide
Seven good patterns, greens, blues and wood shades—best print quality—covers a room 12-foot wide without a seam—looks better—wears longer. Per square yard 90c laid 80c not laid

Kitchen of our new three-room outfit
showing linoleum on the floor, gas range, kitchen queen table, chairs and cooking utensils.

This outfit includes linoleum, matting and rug for the floors, a set of dishes, cooking utensils, bedding and curtains. Everything complete. \$97.50

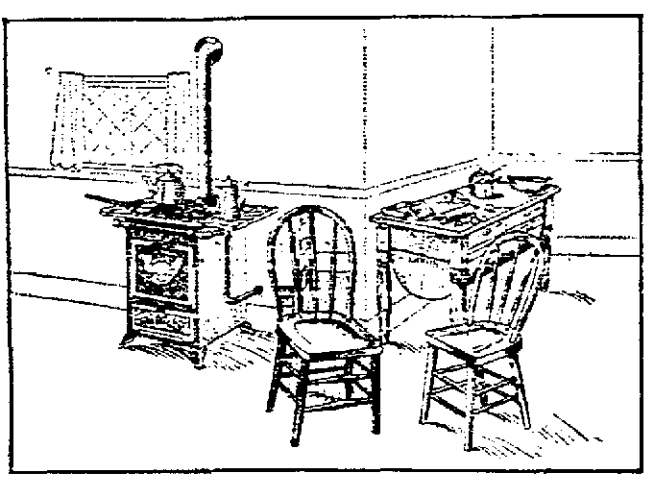
Kitchen, dining room, bedroom, shown in rooms on our second floor, delivered to your home. Terms \$10 down, \$2 week

Dining room

Has a splendid Tapestry Rug for the floor. A pair of Lace Curtains; a round top extension dining Table, and four Chairs to match. Also a set of Dishes, enough for a family of six.

Bedroom

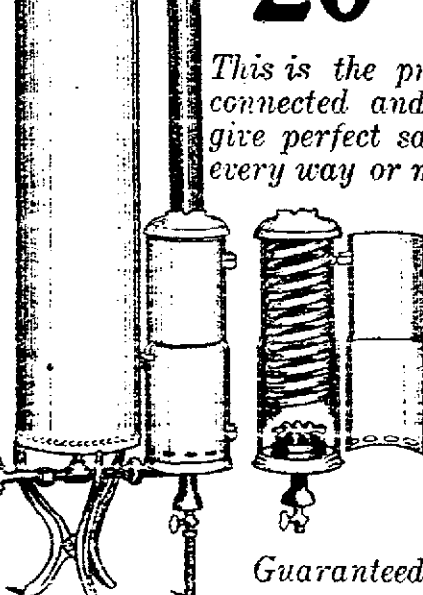
Has Matting for the floor; a pair of Lace Curtains; Pillows and Bedding for the bed; a comfortable Arm Rocker; a pretty Dresser; 2-inch post white metal Bed, and a comfortable Bed Spring and Mattress.



Gas water heaters installed

\$20 Terms, \$4 down \$2.50 month

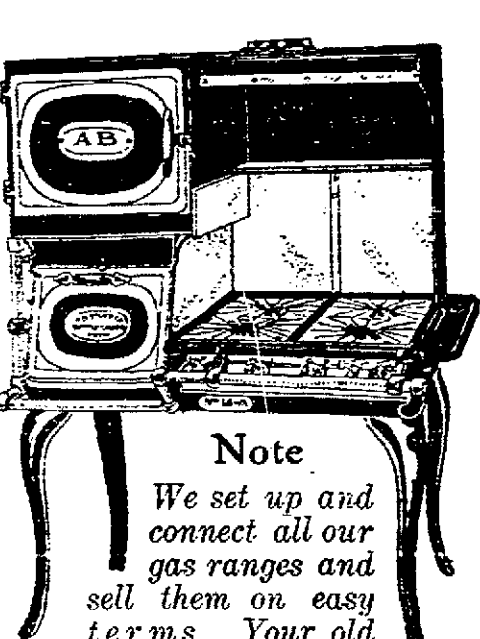
This is the price set up and connected and guaranteed to give perfect satisfaction in every way or money refunded.



Heating water with gas is not only more convenient but economy—have hot water within a few minutes after lighting; absolutely safe in fact more so than the old method of heating water with the stove. Demonstration in Basement. Guaranteed

A B gas ranges

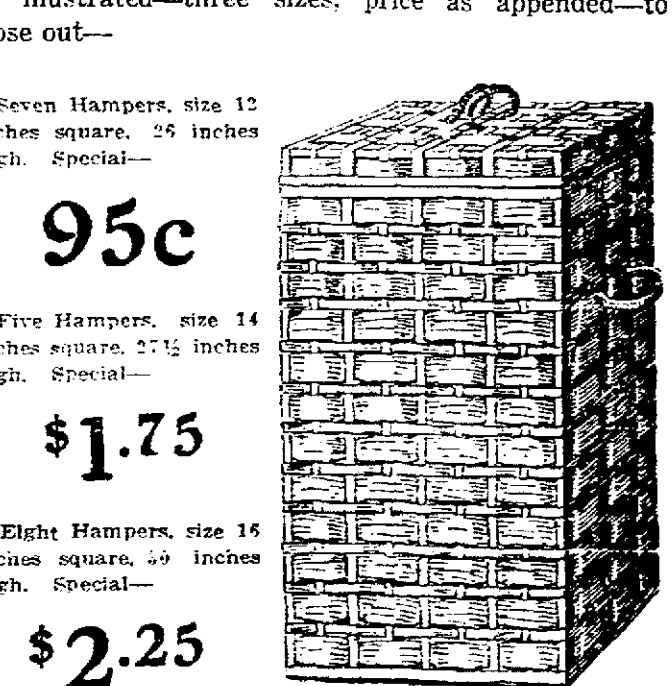
These Ranges were awarded a Gold Medal at the Panama-Pacific International Exposition. They have overcome every objection to cooking with gas. The entire line demonstrated in our Basement.



Note We set up and connect all our gas ranges and sell them on easy terms. Your old stove taken in exchange as part payment.

Hamper Sale

We have a lot of these Square Hampers that we will close out. Made of split bamboo with handles and top, as illustrated—three sizes, price as appended—to close out—



Seven Hampers, size 12 inches square, 26 inches high. Special—95c

Five Hampers, size 14 inches square, 27 1/2 inches high. Special—\$1.75

Eight Hampers, size 16 inches square, 29 inches high. Special—\$2.25

Dignified Credit JACKSON'S CLAY 13th & 14th ST. OAKLAND